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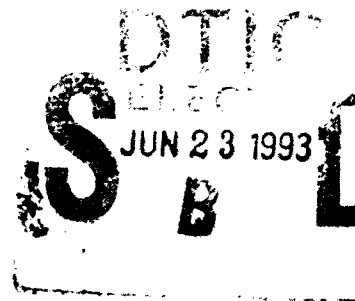
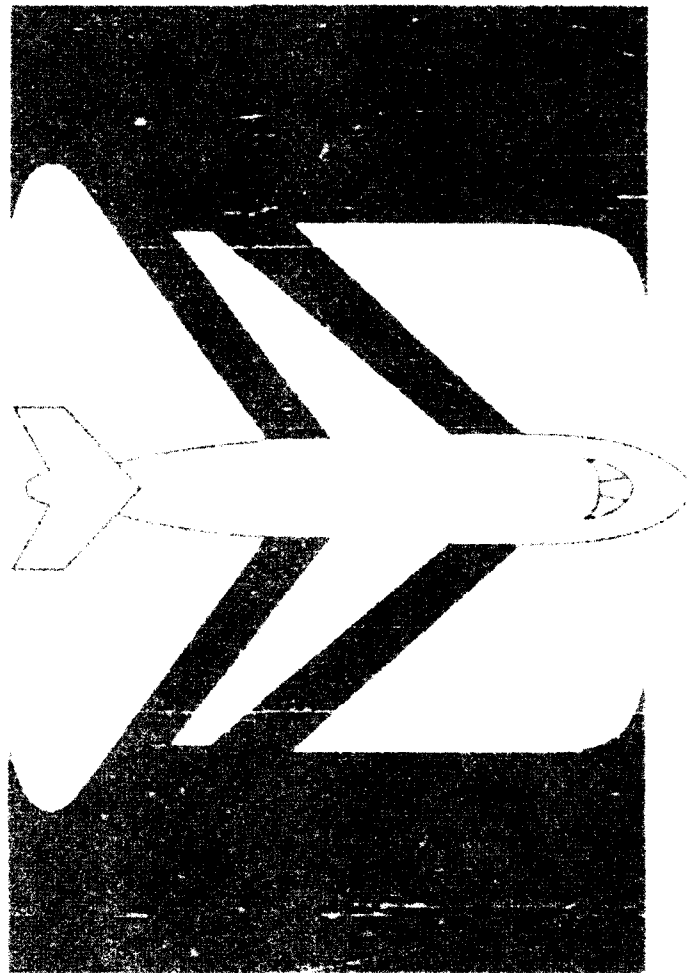
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US Department
of Transportation
Federal Aviation
Administration

Census U.S. Civil Aircraft

Calendar Year 1991



93-13997



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Airport Activity Statistics of Certificated Route Air Carrier is a joint publication of the Federal Aviation Administration (FAA) and the Research & Special Programs Administration (RSPA). RSPA furnishes airport activity data on certificated route air carriers; FAA organizes/publishes it. Included in the data are passenger enplanements, tons of enplaned freight and mail. Scheduled/nonscheduled service shown by airport and carrier are also included. Breakdown of data includes departures/enplanements/cargo/mail by airport, carrier & type of operation, and type of aircraft.

| | |
|---|--|
| Reporting period:..... | Calendar Year |
| Latest edition: | 1990 data |
| Order from:..... | U.S. Government Printing Office or National Technical Information Service |
| Date 1991 information will be available:..... | July 1992 |
| Date next publication is scheduled: | September 1992 (1991 data) |
| Person to contact:..... | Patricia Beardsley |

Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft—both registered and active, detailed reports for general aviation aircraft by owner's state and county, and registered aircraft by make and model.

| | |
|---|---|
| Reporting period:..... | Calendar Year |
| Latest edition: | 1991 data |
| Order from:..... | U.S. Government Printing Office, or National Technical Information Service |
| Date 1992 information will be available:..... | April 1993 |
| Date next publication is scheduled: | June 1992 (1992 data) |
| Person to contact:..... | Patricia Beardsley |

FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (e.g., takeoffs & landings, flight plans filed) of the National Airspace System. The data is collected/compiled from the FAA—operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, Approach Control Facilities, and FAA Contract—towered airports.

| | |
|---|--|
| Reporting period:..... | Fiscal Year |
| Latest edition: | 1990 data |
| Order from:..... | U.S. Government Printing Office or National Technical Information Service |
| Date 1991 information will be available:..... | February 1992 |
| Date next publication is scheduled: | June 1992 (1991 data) |
| Person to contact:..... | Nancy Trembley |

FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, Aeronautical Production & Import/Export.

| | |
|---|--|
| Reporting period:..... | Calendar Year |
| Latest edition: | 1990 data |
| Order from:..... | U.S. Government Printing Office or National Technical Information Service |
| Date 1991 information will be available:..... | Various |
| Date next publication is scheduled: | December 1992 (1991 data) |
| Person to contact:..... | Patricia Beardsley |

General Aviation Activity and Avionics Survey publication presents the results of the general aviation activity and avionics survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The survey reveals estimated flying time of the active general aviation aircraft, and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Estimates are included on fuel consumption, lifetime airframe hours, avionics, and engine hours.

| | |
|---|--|
| Reporting period:..... | Calendar Year |
| Latest edition: | 1990 data |
| Order from:..... | U.S. Government Printing Office or National Technical Information Service |
| Date 1991 information will be available:..... | August 1992 |
| Date next publication is scheduled: | November 1992 (1991 data) |
| Person to contact:..... | Shung-Chai Huang |

General Aviation Pilot and Aircraft Activity Survey includes data on the type and source of aircraft flight plan and weather information services, trip length in time and distance, pilots age and certification, estimates of total 1990 general aviation operations, fuel consumption and aircraft miles flown. The survey was conducted from June through September 1990 by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

| | |
|---|--|
| Reporting period:..... | Calendar Year |
| Latest edition: | 1990 data |
| Order from:..... | U.S. Government Printing Office or National Technical Information Service |
| Date 1993 information will be available:..... | March 1994 |
| Date next publication is scheduled: | May 1994 (1993 data) |
| Person to contact:..... | Shung-Chai Huang |

Rotorcraft Activity Survey presents the results of a special one-time survey. The report contains breakdowns of active rotorcraft, annual flight hours, average flight hours, and other statistics by rotorcraft type, manufacture/model group, region and state of based aircraft, and primary use. Also included are law enforcement and public use rotorcraft, lifetime airframe hours, engine hours, estimated miles flown, and estimated number of landings.

| | |
|-------------------------|---|
| Edition:..... | Calendar Year 1989 |
| Order from:..... | Planning Analysis Division or National Technical Information Service |
| Person to contact:..... | Patricia Beardsley |

U.S. Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains calendar year statistics on pilot and nonpilots and the number of certificates issued.

| | |
|---|---|
| Latest edition: | Calendar Year 1990 |
| Order from:..... | Planning Analysis Division or National Technical Information Service |
| Date 1991 information will be available:..... | February 1992 |
| Date next publication is scheduled:..... | April 1992 (1991 data) |
| Person to contact:..... | Patricia Carter |

INTRODUCTION

The *Census of U.S. Civil Aircraft* is published annually by the Federal Aviation Administration. Its purpose is to serve as a reference on the U.S. civil aircraft fleet.

Chapter I shows summary information about the registered civil fleet—both active and inactive aircraft. These statistics were compiled from official records maintained by the Aircraft Registry, Mike Monroney Aeronautical Center. The detailed counts by manufacturer and model shown in Appendix A were also developed from these registration records.

The U.S. air carrier fleet data shown in Chapter 2 were developed from monthly Aircraft/Engine Utilization Reports submitted by air carrier operators. The aircraft population shown in this chapter is not an inventory of the aircraft owned by the air carriers but represents the aircraft actually used by the air carriers.

Prior to 1987, the fleet size was the number of aircraft reported in operation by the carriers in December. Some of the carriers do not report each month. To adjust for this undercount, beginning in 1987, the fleet size is the monthly average of the number of aircraft reported in operation for the last quarter of the year. For example, if the carrier reported for two months, the fleet count is the average for the two months. If the carrier did not report any aircraft in the last quarter, there is no fleet data for that carrier.

The information about general aviation aircraft shown in Chapter 3 and Appendix C were developed from two different sources. The registered aircraft information was compiled from the Registry records at the Aeronautical Center. The state and county of the aircraft shown in Appendix C is assigned based on the registrant's address as shown on the registration records. Statistics on the number of active general aviation aircraft and flight hours were compiled using a sample survey of owners.

The *Census of U.S. Civil Aircraft* is prepared by the Statistics and Forecast Branch, Planning Analysis Division, Office of Aviation Policy, Plans and Management Analysis. Suggestions and comments on the scope and content of this report are requested and will be given careful consideration in planning future editions.

Distribution: ZMS-348C, DT-23E, DT-52G, DT-52K, M-491

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|---|-----|

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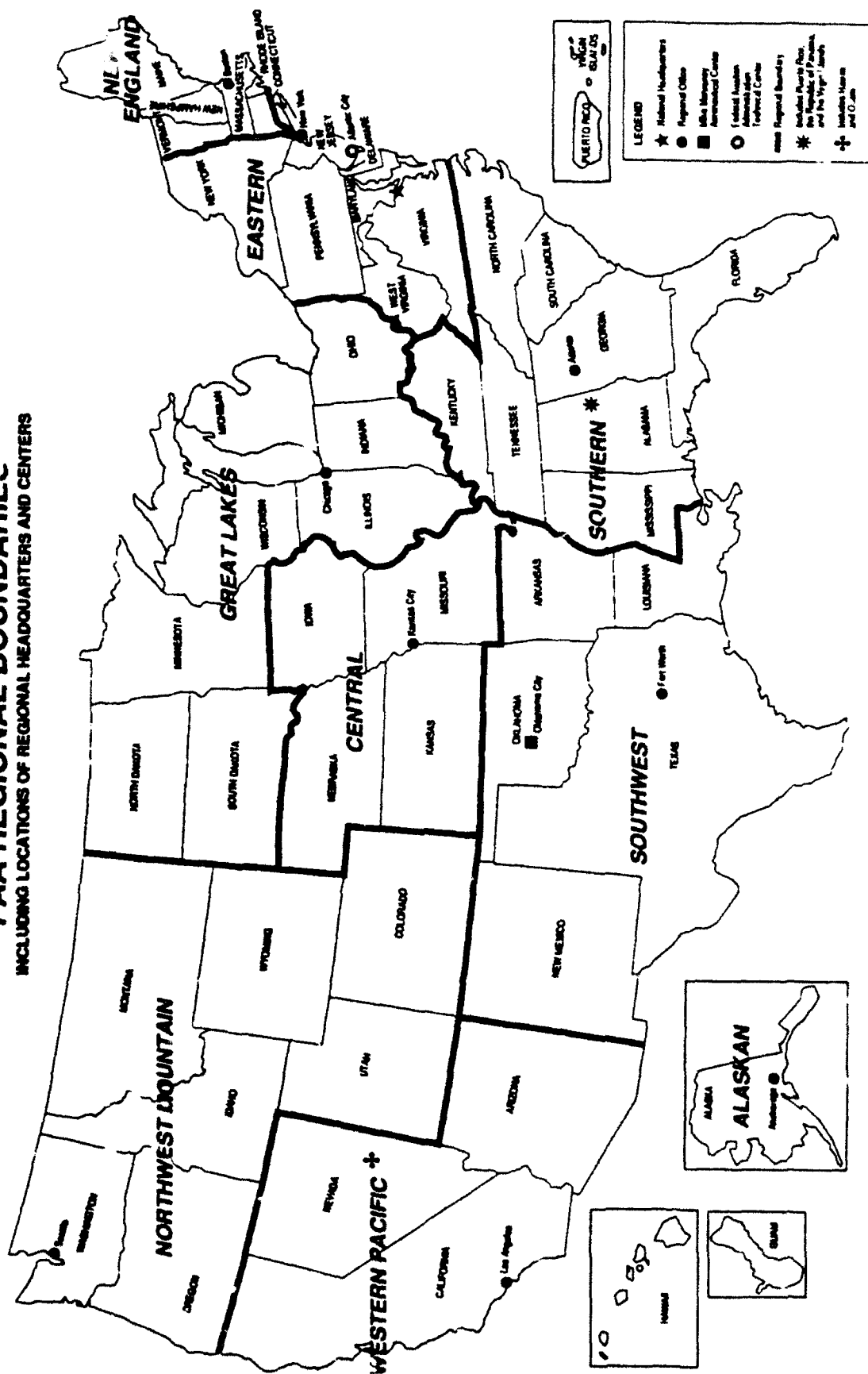
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FAA REGIONAL BOUNDARIES



CHAPTER I
U.S. REGISTERED CIVIL AIRCRAFT

TABLE 1.1
U.S. REGISTERED CIVIL AIRCRAFT
DECEMBER 31, 1982-1991

| Type of Aircraft | TOTAL | | | | | | | | | |
|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
| TOTAL | 268,971 | 264,866 | 271,488 | 273,979 | 275,697 | 275,082 | 272,696 | 274,834 | 275,933 | 275,482 |
| Fixed-Wing | 242,283 | 247,262 | 252,808 | 254,819 | 255,797 | 254,966 | 252,554 | 253,999 | 254,606 | 253,781 |
| Turbine-Powered | 12,843 | 13,855 | 14,590 | 15,216 | 15,610 | 15,750 | 15,849 | 16,807 | 17,500 | 17,753 |
| Turbojet..... | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,668 | 8,702 | 9,234 | 9,665 | 9,947 |
| Turbo-prop..... | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 | 7,573 | 7,835 | 7,806 |
| Piston-Powered | 229,410 | 233,597 | 238,218 | 239,403 | 240,187 | 239,216 | 236,905 | 237,192 | 237,106 | 236,028 |
| Multi-engine..... | 29,136 | 29,497 | 29,768 | 29,669 | 29,252 | 28,763 | 27,927 | 27,329 | 27,019 | 27,019 |
| Single-engine..... | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 | 209,863 | 210,089 | 209,009 |
| Rotorcraft | 9,733 | 10,047 | 10,416 | 10,539 | 10,530 | 10,374 | 10,153 | 10,445 | 10,646 | 10,834 |
| Turbine..... | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 | 4,681 | 4,728 | 4,858 |
| Piston..... | 25,285 | 25,422 | 25,516 | 25,577 | 25,610 | 25,609 | 25,625 | 25,764 | 25,918 | 25,976 |
| Glinters | 3,889 | 4,054 | 4,279 | 4,448 | 4,539 | 4,516 | 4,467 | 4,535 | 4,549 | 4,542 |
| Blimps | 10 | 11 | 11 | 13 | 16 | 20 | 15 | 29 | 29 | 33 |
| Balloons | 3,086 | 3,502 | 3,974 | 4,362 | 4,815 | 5,206 | 5,507 | 5,826 | 6,101 | 6,292 |

TABLE 1.2
REGISTERED U.S. CIVIL AIRCRAFT
DECEMBER 31, 1982 - 1991

| Year | Registered Civil Aircraft | | | | | | | | |
|------|---------------------------|--------------------------------|---------------------------|---------------------|----------------|----------------|--------|------------------------|--------------------|
| | Total | Total Air Carrier ¹ | General Aviation Aircraft | | | | | Rotocraft ² | Other ³ |
| | | | Total | Fixed Wing Aircraft | | | | | |
| | | | | Multiengine | Single Engine | | | | |
| | | | | | 4-place & over | 3-place & less | | | |
| 1982 | 258,971 | 4,226 | 254,745 | 37,524 | 118,134 | 82,396 | 9,706 | 6,985 | |
| 1983 | 264,866 | 4,480 | 260,386 | 43,161 | 115,034 | 84,579 | 10,047 | 7,567 | |
| 1984 | 271,488 | 4,602 | 266,886 | 39,589 | 121,979 | 86,767 | 10,287 | 8,264 | |
| 1985 | 273,979 | 4,883 | 269,096 | 39,842 | 122,570 | 87,499 | 10,364 | 8,821 | |
| 1986 | 275,697 | 4,086 | 271,611 | 41,009 | 122,941 | 87,988 | 10,305 | 9,368 | |
| 1987 | 275,082 | 5,370 | 269,712 | 39,260 | 122,294 | 88,056 | 10,361 | 9,741 | |
| 1988 | 272,696 | 5,786 | 266,910 | 37,803 | 121,121 | 87,852 | 10,145 | 9,989 | |
| 1989 | 274,834 | 5,903 | 268,931 | 38,236 | 121,161 | 88,707 | 10,437 | 10,390 | |
| 1990 | 275,933 | 6,732 | 269,201 | 37,831 | 120,650 | 89,421 | 10,620 | 10,679 | |
| 1991 | 275,482 | 6,968 | 268,514 | 37,824 | 119,452 | 89,560 | 10,811 | 10,867 | |

¹ Includes helicopters.

² Includes autogiros; excludes air carrier helicopters.

³ Includes gliders, blimps, and balloons.

TABLE 1.3
DISTRIBUTION OF REGISTERED AIRCRAFT BY TYPE
BY YEAR MANUFACTURED
AS OF DECEMBER 31, 1991

| Aircraft class | Registered Aircraft Total | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | Prior 1982 | Unkwn Yr Mfr |
|------------------------------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| Fixed Wing | | | | | | | | | | | | | |
| Piston Engine | | | | | | | | | | | | | |
| Single Engine | | | | | | | | | | | | | |
| 1-3place..... | 89560 | 576 | 622 | 601 | 482 | 455 | 411 | 455 | 684 | 882 | 881 | 72913 | 10598 |
| 4 + place..... | 119448 | 210 | 255 | 324 | 246 | 176 | 323 | 702 | 847 | 776 | 1150 | 108805 | 5634 |
| Total Single Engine..... | 209008 | 786 | 877 | 925 | 728 | 631 | 734 | 1157 | 1531 | 1658 | 2031 | 181718 | 16232 |
| Two Engine | | | | | | | | | | | | | |
| 1-6 place..... | 17687 | 15 | 26 | 32 | 11 | 19 | 6 | 51 | 109 | 78 | 195 | 16002 | 1143 |
| 7 + place..... | 8935 | 0 | 2 | 1 | 3 | 0 | 1 | 15 | 54 | 61 | 84 | 7124 | 1590 |
| Total Two Engine..... | 26622 | 15 | 28 | 33 | 14 | 19 | 7 | 166 | 163 | 139 | 279 | 23126 | 2733 |
| Three Plus Engines..... | 398 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 238 | 156 |
| Total Piston Engine..... | 236028 | 801 | 905 | 958 | 742 | 650 | 741 | 1224 | 1694 | 1799 | 2311 | 205082 | 19121 |
| Turboprop Engine | | | | | | | | | | | | | |
| Single Engine..... | 688 | 80 | 67 | 60 | 84 | 47 | 21 | 23 | 1 | 5 | 3 | 101 | 196 |
| Two Engine | | | | | | | | | | | | | |
| 1-12 place..... | 4657 | 18 | 62 | 52 | 35 | 45 | 43 | 81 | 114 | 109 | 205 | 3040 | 8539 |
| 13 + place..... | 2254 | 106 | 147 | 131 | 135 | 101 | 60 | 65 | 69 | 21 | 31 | 641 | 747 |
| Total Two Engine..... | 6911 | 124 | 209 | 183 | 170 | 146 | 103 | 146 | 183 | 130 | 236 | 3681 | 1600 |
| Three Plus Engine..... | 207 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 120 | 72 |
| Total Turboprop Engine..... | 7806 | 206 | 277 | 243 | 254 | 193 | 124 | 171 | 184 | 135 | 249 | 3902 | 1868 |
| Turbojet | | | | | | | | | | | | | |
| Single Engine..... | 286 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 148 | 130 |
| Two Engine | | | | | | | | | | | | | |
| 1-12 place..... | 3349 | 76 | 80 | 54 | 452 | 40 | 47 | 78 | 106 | 73 | 75 | 1837 | 831 |
| 13 + place..... | 3764 | 189 | 246 | 191 | 218 | 216 | 143 | 98 | 138 | 113 | 165 | 1097 | 950 |
| Total Two Engine..... | 7113 | 265 | 326 | 245 | 270 | 256 | 190 | 176 | 244 | 186 | 240 | 2934 | 1781 |
| Three Plus Engine..... | 2548 | 12 | 14 | 12 | 29 | 5 | 9 | 6 | 20 | 19 | 39 | 1868 | 495 |
| Total Turbojet Engine..... | 9947 | 277 | 343 | 257 | 301 | 281 | 199 | 185 | 264 | 205 | 279 | 4950 | 2406 |
| Total Fixed Wing..... | 253781 | 1284 | 1525 | 1458 | 1297 | 1124 | 1064 | 1580 | 2142 | 2139 | 2839 | 213934 | 23395 |
| Rotorcraft | | | | | | | | | | | | | |
| Piston..... | 5979 | 148 | 190 | 146 | 95 | 59 | 34 | 48 | 50 | 69 | 89 | 3400 | 1651 |
| Turbine..... | 4855 | 150 | 154 | 119 | 95 | 23 | 38 | 60 | 93 | 60 | 142 | 2313 | 1608 |
| Total Rotorcraft..... | 10834 | 298 | 344 | 265 | 190 | 82 | 72 | 108 | 143 | 129 | 231 | 5713 | 3259 |
| Other Aircraft..... | 10867 | 264 | 243 | 269 | 289 | 349 | 211 | 192 | 355 | 418 | 373 | 5607 | 2297 |
| Total Aircraft..... | 275482 | 1846 | 2112 | 1992 | 1776 | 1555 | 1347 | 1880 | 2640 | 2686 | 3443 | 225254 | 28951 |

TABLE 1.4
U.S. REGISTERED CIVIL AIRCRAFT
BY MAXIMUM GROSS TAKE-OFF WEIGHT
DECEMBER 31, 1991

| Type of Aircraft | Total | 0-1,000 | 1,001-2,500 | 2,501-4,000 | 4,001-6,000 | 6,001-12,500 | 12,501-20,000 | 20,001-50,000 | 50,001-100,000 | 100,001 or More |
|------------------------------|----------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|-----------------|
| TOTAL..... | 275,482 | 23,944 | 128,385 | 76,850 | 18,076 | 17,276 | 3,783 | 3,324 | 665 | 5,199 |
| Fixed Wing—Total..... | 253,781 | 15,029 | 120,981 | 74,070 | 15,400 | 16,101 | 3,192 | 3,279 | 665 | 5,064 |
| Piston—Total..... | 236,028 | 15,020 | 120,686 | 73,557 | 15,263 | 9,676 | 256 | 978 | 269 | 303 |
| Single-engine..... | 209,009 | 15,004 | 120,421 | 68,782 | 1,838 | 2,614 | 152 | 4 | 0 | 184 |
| Multiengine..... | 27,019 | 16 | 265 | 4,775 | 13,425 | 7,062 | 104 | 974 | 289 | 109 |
| Turboprop—Total..... | 7,806 | 3 | 215 | 296 | 76 | 5,480 | 778 | 816 | 68 | 76 |
| Single-engine..... | 688 | 2 | 131 | 296 | 58 | 201 | 0 | 0 | 0 | 0 |
| Multiengine..... | 7,118 | 1 | 84 | 0 | 18 | 5,279 | 778 | 816 | 68 | 76 |
| Turbojet—Total..... | 9,947 | 6 | 80 | 217 | 61 | 945 | 2,160 | 1,485 | 308 | 4,685 |
| Single-engine..... | 286 | 6 | 77 | 10 | 7 | 129 | 37 | 19 | 0 | 1 |
| Multiengine..... | 9,661 | 0 | 3 | 207 | 54 | 816 | 2,123 | 1,466 | 308 | 4,684 |
| Rotorcraft—Total..... | 10,834 | 1,848 | 3,767 | 2,742 | 683 | 1,075 | 591 | 45 | 0 | 105 |
| Piston..... | 5,976 | 1,832 | 2,484 | 1,220 | 13 | 170 | 143 | 13 | 0 | 101 |
| Turbine..... | 4,858 | 14 | 1,283 | 1,522 | 650 | 905 | 448 | 32 | 0 | 4 |
| Other—Total..... | 10,867 | 7,069 | 3,617 | 38 | 13 | 100 | 0 | 0 | 0 | 30 |

TABLE 1.5
U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, PISTON-POWERED
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| TOTAL..... | 229,410 | 233,597 | 238,218 | 239,403 | 240,187 | 239,216 | 236,905 | 237,192 | 237,108 | 236,028 |
| By total rated take-off engine power | | | | | | | | | | |
| 1-engine..... | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 | 209,863 | 210,089 | 209,009 |
| Up to 100 hp..... | 49,463 | 50,745 | 52,811 | 53,901 | 55,710 | 55,618 | 58,474 | 59,330 | 60,116 | 59,884 |
| 101-200 hp..... | 88,825 | 90,520 | 91,805 | 92,054 | 91,708 | 91,610 | 91,151 | 91,120 | 90,763 | 90,240 |
| 201-400 hp..... | 57,248 | 58,288 | 59,248 | 59,176 | 58,973 | 58,683 | 54,397 | 54,373 | 54,135 | 53,931 |
| 401-600 hp..... | 4,351 | 4,344 | 4,384 | 4,379 | 4,332 | 4,328 | 4,478 | 4,535 | 4,544 | 4,401 |
| 601-800 hp..... | 74 | 3 | 3 | 3 | 3 | 3 | 91 | 95 | 97 | 96 |
| 801-1,000 hp..... | 8 | 2 | 1 | 1 | 1 | 1 | 8 | 9 | 9 | 12 |
| 1,001-1,500 hp..... | 210 | 131 | 130 | 130 | 133 | 135 | 270 | 286 | 309 | 328 |
| 1,501-2,000 hp..... | 41 | 12 | 12 | 14 | 15 | 18 | 51 | 52 | 52 | 51 |
| 2,001-2,500 hp..... | 53 | 54 | 55 | 55 | 59 | 56 | 57 | 61 | 62 | 63 |
| 3,001-4,000 hp..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 3 |
| 2-engine..... | 28,710 | 29,073 | 29,334 | 29,265 | 28,847 | 28,360 | 27,525 | 26,918 | 26,621 | 26,622 |
| Up to 100 hp..... | 3,105 | 3,233 | 3,454 | 3,554 | 3,648 | 3,612 | 6,318 | 6,257 | 6,230 | 6,129 |
| 101-200 hp..... | 3,873 | 3,928 | 3,942 | 3,928 | 3,883 | 3,847 | 3,746 | 3,739 | 3,701 | 3,680 |
| 201-400 hp..... | 19,581 | 19,993 | 20,062 | 19,956 | 19,539 | 19,163 | 15,562 | 15,013 | 14,802 | 14,982 |
| 401-600 hp..... | 1,331 | 1,316 | 1,286 | 1,262 | 1,223 | 1,203 | 1,185 | 1,194 | 1,183 | 1,123 |
| 601-800 hp..... | 9 | — | — | — | — | — | 9 | 9 | 9 | 9 |
| 801-1,000 hp..... | 8 | — | — | — | — | — | 4 | 4 | 4 | 5 |
| 1,001-1,500 hp..... | 463 | 336 | 328 | 320 | 310 | 301 | 403 | 405 | 400 | 409 |
| 1,501-2,000 hp..... | 53 | 1 | 1 | — | — | — | 60 | 59 | 59 | 58 |
| 2,001-2,500 hp..... | 273 | 264 | 260 | 244 | 243 | 233 | 228 | 229 | 224 | 220 |
| 3,001-4,000 hp..... | 14 | 2 | 1 | 1 | 1 | 1 | 10 | 9 | 9 | 7 |
| 3-engine..... | 28 | 30 | 33 | 36 | 34 | 33 | 29 | 25 | 26 | 30 |
| Up to 100 hp..... | 10 | 15 | 17 | 16 | 16 | 16 | 10 | 9 | 11 | 11 |
| 201-400 hp..... | 9 | 8 | 9 | 13 | 11 | 10 | 12 | 9 | 9 | 10 |
| 401-600 hp..... | 9 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 9 |
| 4-engine..... | 398 | 394 | 401 | 388 | 371 | 370 | 373 | 386 | 372 | 387 |
| Up to 100 hp..... | 141 | 217 | 226 | 212 | 219 | 221 | 148 | 166 | 156 | 148 |
| 201-400 hp..... | 43 | 41 | 41 | 40 | 23 | 22 | 37 | 38 | 38 | 35 |
| 401-600 hp..... | 1 | 1 | 1 | 1 | 1 | — | — | — | — | — |
| 601-800 hp..... | 1 | — | — | — | — | — | 1 | 1 | 1 | 1 |
| 1,001-1,500 hp..... | 57 | 39 | 42 | 45 | 43 | 42 | 56 | 57 | 56 | 60 |
| 1,501-2,000 hp..... | 7 | 1 | 1 | — | — | — | 5 | 4 | 4 | 4 |
| 2,001-2,500 hp..... | 102 | 94 | 89 | 89 | 84 | 84 | 85 | 80 | 77 | 77 |
| 2,501-3,000 hp..... | 1 | — | — | — | — | — | 1 | 1 | 1 | 1 |
| 3,001-4,000 hp..... | 45 | 1 | 1 | 1 | 1 | 1 | 40 | 39 | 39 | 41 |

TABLE 1.5—Continued
U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, PISTON-POWERED
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| By Number of Seats: | | | | | | | | | | |
| 1-engine..... | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 | 209,863 | 210,089 | 209,009 |
| 1-3 seats..... | 82,158 | 84,326 | 86,502 | 87,198 | 87,989 | 88,082 | 87,861 | 88,710 | 89,424 | 89,561 |
| 4-5 seats..... | 97,954 | 99,168 | 100,720 | 101,147 | 101,476 | 101,085 | 100,149 | 100,198 | 99,901 | 99,053 |
| 6-19 seats..... | 20,160 | 20,604 | 21,226 | 21,368 | 21,468 | 21,284 | 20,966 | 20,953 | 20,762 | 20,393 |
| 20-49 seats..... | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2-engine..... | 28,710 | 29,073 | 29,334 | 29,265 | 28,847 | 28,360 | 27,525 | 26,918 | 26,521 | 26,522 |
| 1-6 seats..... | 18,471 | 18,693 | 18,923 | 18,897 | 18,718 | 18,523 | 18,120 | 18,047 | 17,864 | 17,687 |
| 7-11 seats..... | 9,244 | 9,381 | 9,392 | 9,356 | 9,126 | 8,858 | 8,456 | 7,897 | 7,783 | 8,042 |
| 12-19 seats..... | 143 | 143 | 138 | 136 | 139 | 138 | 139 | 141 | 137 | 113 |
| 20-49 seats..... | 680 | 687 | 713 | 715 | 710 | 697 | 680 | 703 | 703 | 654 |
| 50 seats and over..... | 172 | 169 | 168 | 161 | 154 | 144 | 130 | 130 | 134 | 126 |
| 3-engine..... | 28 | 30 | 33 | 36 | 34 | 33 | 29 | 25 | 26 | 30 |
| 1-6 seats..... | — | — | — | — | — | 1 | — | 1 | 1 | 1 |
| 7-11 seats..... | 5 | 6 | 6 | 8 | 6 | 6 | 6 | 5 | 5 | 6 |
| 12-19 seats..... | 19 | 20 | 23 | 25 | 25 | 23 | 21 | 17 | 18 | 21 |
| 20-49 seats..... | 4 | 4 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 2 |
| 4-engine..... | 398 | 394 | 401 | 388 | 371 | 370 | 373 | 386 | 372 | 367 |
| 1-6 seats..... | 9 | 10 | 10 | 10 | 10 | 11 | 9 | 9 | 9 | 9 |
| 7-11 seats..... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 15 | 5 | 5 |
| 12-19 seats..... | 47 | 44 | 45 | 45 | 27 | 26 | 40 | 40 | 40 | 37 |
| 20-49 seats..... | 19 | 18 | 18 | 16 | 17 | 18 | 18 | 18 | 19 | 19 |
| 50 seats and over..... | 320 | 319 | 325 | 314 | 314 | 312 | 303 | 304 | 299 | 297 |

TABLE 1.6
U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, TURBINE-POWERED
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| TOTAL | 12,843 | 13,655 | 14,590 | 15,216 | 15,610 | 15,750 | 15,649 | 16,807 | 17,500 | 17,753 |
| By total pounds of thrust: | | | | | | | | | | |
| Turbojet | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,668 | 8,702 | 9,234 | 9,665 | 9,947 |
| 1-engine..... | 158 | 165 | 181 | 186 | 191 | 202 | 182 | 226 | 262 | 286 |
| Up to 3,000..... | 102 | 129 | 142 | 141 | 146 | 159 | 109 | 136 | 162 | 176 |
| 3,001-4,000..... | 2 | 2 | 3 | 2 | 2 | 2 | 3 | 5 | 5 | 7 |
| 4,001-5,000..... | 9 | 11 | 10 | 10 | 11 | 10 | 10 | 12 | 12 | 11 |
| 5,001-7,500..... | 31 | 17 | 21 | 27 | 26 | 25 | 43 | 44 | 49 | 50 |
| 7,501-10,000..... | 10 | 5 | 5 | 5 | 5 | 5 | 7 | 9 | 10 | 11 |
| over 10,000..... | 2 | 1 | — | 1 | 1 | 1 | 10 | 20 | 24 | 31 |
| 2-engine | 4,333 | 4,705 | 5,139 | 5,557 | 5,816 | 5,997 | 6,052 | 6,474 | 6,846 | 7,113 |
| Up to 2,000..... | 1,233 | 1,697 | 1,896 | 2,121 | 2,463 | 2,373 | 1,706 | 1,801 | 1,887 | 1,744 |
| 2,001-2,500..... | 569 | 567 | 608 | 640 | 619 | 621 | 709 | 759 | 790 | 465 |
| 2,501-3,000..... | 627 | 629 | 632 | 623 | 607 | 588 | 553 | 541 | 463 | 440 |
| 3,001-4,000..... | 367 | 313 | 343 | 346 | 340 | 328 | 200 | 194 | 190 | 177 |
| 4,001-5,000..... | 250 | 244 | 240 | 235 | 225 | 208 | 177 | 173 | 169 | 160 |
| 5,001-7,500..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7,501-10,000..... | 3 | 1 | 1 | 1 | — | — | 29 | 29 | 30 | 27 |
| 10,001-12,500..... | 304 | 57 | 57 | 59 | 58 | 58 | 322 | 327 | 326 | 316 |
| 12,501-15,000..... | 542 | 571 | 579 | 576 | 579 | 587 | 565 | 566 | 563 | 555 |
| 15,000 plus..... | 417 | 625 | 783 | 955 | 924 | 1,223 | 1,790 | 2,083 | 2,427 | 3,228 |
| 3-engine | 1,574 | 1,597 | 1,655 | 1,677 | 1,703 | 1,721 | 1,723 | 1,760 | 1,781 | 1,780 |
| Up to 10,000..... | 227 | 346 | 393 | 400 | 432 | 442 | 308 | 331 | 331 | 308 |
| 10,001-20,000..... | 999 | 1,014 | 999 | 989 | 983 | 974 | 950 | 948 | 940 | 929 |
| over 20,000..... | 303 | 237 | 263 | 288 | 288 | 305 | 465 | 481 | 510 | 543 |
| 4-engine | 808 | 798 | 785 | 754 | 756 | 778 | 745 | 774 | 778 | 768 |
| Up to 3,000..... | 229 | 248 | 273 | 253 | 288 | 278 | 250 | 260 | 205 | 173 |
| 3,001-4,000..... | 21 | 20 | 20 | 21 | 20 | 20 | 10 | 10 | 10 | 10 |
| 7,501-10,000..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | — |
| 10,001-12,500..... | 39 | 37 | 35 | 25 | 21 | 20 | 17 | 17 | 17 | 18 |
| 12,501-15,000..... | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 |
| 15,001-17,500..... | 62 | 51 | 46 | 40 | 36 | 29 | 21 | 21 | 21 | 21 |
| 17,501-20,000..... | 296 | 234 | 184 | 153 | 135 | 134 | 126 | 121 | 113 | 107 |
| over 20,000..... | 156 | 203 | 223 | 258 | 252 | 293 | 316 | 340 | 405 | 435 |
| By Total Equivalent by horsepower: | | | | | | | | | | |
| Turboprop | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 | 7,573 | 7,835 | 7,806 |
| 1-engine..... | 119 | 126 | 126 | 186 | 213 | 229 | 230 | 320 | 382 | 688 |
| Up to 100..... | 22 | 45 | 45 | 84 | 95 | 92 | 65 | 121 | 131 | 353 |
| 201 to 400..... | 1 | — | — | — | — | — | 2 | 8 | 12 | 25 |
| 401-600..... | 76 | 71 | 71 | 93 | 109 | 130 | 143 | 168 | 211 | 195 |
| 601-800..... | 14 | 4 | 4 | 3 | 3 | 3 | 15 | 18 | 20 | 108 |
| 801-1,500..... | 5 | 5 | 5 | 5 | 5 | 3 | 4 | 4 | 7 | 6 |
| 2,501-3,000..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2-engine | 5,656 | 6,071 | 6,507 | 6,659 | 6,742 | 6,654 | 6,534 | 7,061 | 7,246 | 6,911 |
| Up to 100..... | 1,315 | 2,821 | 3,051 | 3,067 | 3,284 | 3,288 | 1,796 | 2,267 | 2,350 | 1,763 |
| 101-200..... | 2 | 1 | 1 | — | — | — | — | — | — | — |
| 201-400..... | 7 | 7 | 4 | 5 | 5 | 5 | 9 | 12 | 21 | 8 |
| 401-600..... | 1,566 | 1,384 | 1,555 | 1,674 | 1,634 | 1,657 | 2,048 | 2,070 | 2,103 | 2,002 |
| 601-800..... | 1,351 | 668 | 656 | 651 | 629 | 593 | 1,177 | 1,144 | 1,114 | 1,263 |
| 801-1,000..... | 999 | 855 | 914 | 944 | 890 | 828 | 1,074 | 1,080 | 1,092 | 1,182 |
| 1,001-1,500..... | 46 | 29 | 26 | 26 | 23 | 24 | 39 | 38 | 54 | 71 |
| 1,501-2,000..... | 12 | 13 | 13 | 13 | 11 | 11 | 99 | 164 | 217 | 328 |
| 2,001-2,500..... | 183 | 185 | 185 | 179 | 172 | 158 | 141 | 142 | 160 | 165 |
| 2,501-3,000..... | 67 | — | — | — | — | — | 73 | 67 | 63 | 65 |
| Over 3,000..... | 108 | 108 | 102 | 100 | 94 | 90 | 78 | 77 | 72 | 64 |

TABLE 1.6—Continued
U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, TURBINE-POWERED
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 4-engine | 197 | 193 | 197 | 197 | 189 | 179 | 183 | 192 | 207 | 207 |
| Up to 2,000..... | 114 | 115 | 120 | 118 | 113 | 106 | 113 | 115 | 120 | 120 |
| 2,001-4,000..... | 60 | 54 | 52 | 50 | 48 | 45 | 44 | 44 | 43 | 41 |
| 4,001-5,000..... | 17 | 19 | 20 | 22 | 21 | 21 | 19 | 26 | 37 | 40 |
| Over 5,000..... | 6 | 5 | 5 | 7 | 7 | 7 | 7 | 7 | 7 | 6 |
| By Number of Seats: | | | | | | | | | | |
| Turbojet | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,888 | 8,702 | 9,234 | 9,665 | 9,947 |
| 1-engine..... | 156 | 185 | 181 | 186 | 191 | 202 | 182 | 228 | 262 | 286 |
| 1 seat..... | 62 | 70 | 81 | 82 | 76 | 88 | 68 | 97 | 104 | 114 |
| 2 seats..... | 90 | 90 | 95 | 99 | 107 | 107 | 107 | 123 | 152 | 166 |
| 3-6 seats..... | 4 | 5 | 5 | 5 | 8 | 7 | 7 | 6 | 6 | 6 |
| 2-engine | 4,333 | 4,705 | 5,139 | 5,557 | 5,816 | 5,987 | 6,052 | 6,474 | 6,846 | 7,113 |
| 1-6 seats..... | 233 | 231 | 249 | 279 | 278 | 281 | 257 | 270 | 288 | 322 |
| 7-11 seats..... | 2,275 | 2,396 | 2,521 | 2,653 | 2,599 | 2,566 | 2,483 | 2,527 | 2,572 | 2,565 |
| 12-19 seats..... | 630 | 707 | 799 | 880 | 946 | 952 | 962 | 989 | 1,012 | 1,010 |
| 20-49 seats..... | 235 | 261 | 278 | 309 | 329 | 360 | 389 | 461 | 495 | 517 |
| 50 seats and over..... | 960 | 1,110 | 1,292 | 1,436 | 1,664 | 1,828 | 1,961 | 2,227 | 2,479 | 2,699 |
| 3-engine | 1,574 | 1,587 | 1,855 | 1,877 | 1,703 | 1,721 | 1,723 | 1,760 | 1,781 | 1,780 |
| 7-11 seats..... | 82 | 88 | 100 | 106 | 115 | 120 | 122 | 125 | 129 | 125 |
| 12-19 seats..... | — | — | — | — | — | 26 | 47 | 44 | 46 | 45 |
| 50 seats and over..... | 1,492 | 1,509 | 1,555 | 1,571 | 1,588 | 1,575 | 1,554 | 1,591 | 1,606 | 1,610 |
| 4-engine | 808 | 798 | 785 | 754 | 758 | 778 | 745 | 774 | 776 | 768 |
| 5 seats..... | — | — | — | — | 1 | — | — | — | — | — |
| 7-11 seats..... | 66 | 64 | 64 | 64 | 67 | 64 | 57 | 56 | 54 | 52 |
| 12-19 seats..... | 73 | 74 | 74 | 72 | 72 | 73 | 61 | 61 | 58 | 55 |
| 20-49 seats..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 50 seats and over..... | 668 | 659 | 646 | 617 | 615 | 640 | 626 | 656 | 663 | 660 |
| Turboprop | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 | 7,573 | 7,835 | 7,806 |
| 1-engine | 119 | 126 | 126 | 186 | 213 | 229 | 230 | 320 | 382 | 688 |
| 1-3 seats..... | 87 | 89 | 88 | 121 | 141 | 142 | 143 | 222 | 267 | 279 |
| 4-6 seats..... | 6 | 8 | 8 | 8 | 8 | 8 | 7 | 7 | 12 | 279 |
| 7 seats and over..... | 26 | 29 | 30 | 57 | 64 | 79 | 80 | 91 | 103 | 130 |
| 2-engine | 5,656 | 6,071 | 6,507 | 6,659 | 6,742 | 6,654 | 6,534 | 7,061 | 7,246 | 6,911 |
| 1-6 seats..... | 5 | 5 | 5 | 3 | 13 | 26 | 26 | 29 | 31 | 10 |
| 7-11 seats..... | 4,321 | 4,625 | 4,862 | 4,856 | 4,747 | 4,518 | 4,303 | 4,691 | 4,686 | 4,168 |
| 12-19 seats..... | 505 | 582 | 726 | 847 | 974 | 1,050 | 1,162 | 1,233 | 1,337 | 1,422 |
| 20-49 seats..... | 674 | 697 | 727 | 758 | 819 | 860 | 828 | 883 | 938 | 1,040 |
| 50 seats and over..... | 151 | 162 | 187 | 192 | 189 | 200 | 215 | 225 | 254 | 271 |
| 4-engine | 197 | 193 | 197 | 197 | 189 | 179 | 183 | 192 | 207 | 207 |
| 3-5 seats..... | 28 | 29 | 38 | 37 | 34 | 32 | 25 | 25 | 25 | 24 |
| 7-11 seats..... | 9 | 10 | 10 | 13 | 13 | 9 | 20 | 28 | 43 | 46 |
| 12-19 seats..... | — | 1 | 1 | 1 | 6 | 6 | 2 | 5 | 4 | 5 |
| 20-49 seats..... | 9 | 9 | 6 | 6 | 7 | 8 | 9 | 9 | 9 | 9 |
| 50 seats and over..... | 151 | 144 | 142 | 140 | 129 | 124 | 127 | 125 | 126 | 123 |

TABLE 1.7
U.S. REGISTERED CIVIL AIRCRAFT, ROTORCRAFT
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|--------------------------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| TOTAL | 9,733 | 10,047 | 10,416 | 10,539 | 10,530 | 10,374 | 10,153 | 10,445 | 10,646 | 10,834 |
| By total rated take-off engine power | | | | | | | | | | |
| Piston—Total | 5,285 | 5,422 | 5,516 | 5,577 | 5,610 | 5,609 | 5,625 | 5,764 | 5,918 | 5,976 |
| 1-Engine | 5,285 | 5,419 | 5,512 | 5,573 | 5,606 | 5,598 | 5,612 | 5,751 | 5,905 | 5,969 |
| Up to 100 hp..... | 2,421 | 2,533 | 2,625 | 2,659 | 2,758 | 2,782 | 2,645 | 2,738 | 2,799 | 2,656 |
| 101-200 hp..... | 886 | 927 | 945 | 981 | 969 | 955 | 1,070 | 1,118 | 1,228 | 1,363 |
| 201-400 hp..... | 1,878 | 1,920 | 1,902 | 1,894 | 1,842 | 1,825 | 1,779 | 1,774 | 1,754 | 1,821 |
| 401-600 hp..... | 32 | 33 | 34 | 33 | 31 | 32 | 35 | 36 | 36 | 33 |
| 601-800 hp..... | 29 | — | — | — | — | — | 42 | 45 | 47 | 53 |
| 801-1,000 hp..... | 1 | — | — | — | — | — | 1 | 1 | 1 | 1 |
| 1,000-1,500 hp..... | 21 | 3 | 3 | 3 | 3 | 2 | 26 | 25 | 27 | 29 |
| 1,501-2,000 hp..... | 14 | — | — | — | — | — | 12 | 12 | 11 | 11 |
| 2,001-2,500 hp..... | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 |
| 2-Engine | — | — | 1 | 1 | 1 | 7 | 9 | 9 | 9 | 3 |
| Up to 100 hp..... | — | — | 1 | 1 | 1 | 7 | 9 | 9 | 9 | 3 |
| 4-Engine | — | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 |
| Unknown..... | — | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 |
| By total equivalent shaft power: | | | | | | | | | | |
| Turbine—Total | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 | 4,681 | 4,728 | 4,858 |
| 1-Engine | 3,752 | 3,844 | 3,962 | 3,991 | 3,909 | 3,745 | 3,568 | 3,616 | 3,621 | 3,710 |
| Up to 100 hp..... | 1,017 | 1,212 | 1,314 | 1,354 | 1,383 | 1,350 | 1,115 | 1,184 | 1,158 | 1,100 |
| 101-200 hp..... | 11 | 11 | 10 | 9 | 9 | 10 | 9 | 9 | 9 | 9 |
| 201-400 hp..... | 2,270 | 2,241 | 2,172 | 2,044 | 1,946 | 1,789 | 1,599 | 1,547 | 1,481 | 1,408 |
| 401-600 hp..... | 226 | 277 | 353 | 418 | 409 | 416 | 527 | 552 | 569 | 657 |
| 601-800 hp..... | 15 | 21 | 48 | 76 | 80 | 97 | 148 | 173 | 223 | 345 |
| 801-1,000 hp..... | 102 | — | — | — | — | — | 64 | 63 | 64 | 64 |
| 1,000-1,500 hp..... | 96 | 68 | 71 | 74 | 66 | 69 | 89 | 90 | 96 | 102 |
| 1,501-2,000 hp..... | 9 | 7 | 7 | 9 | 9 | 9 | 13 | 14 | 15 | 17 |
| 2,501-3,000 hp..... | 6 | 7 | 7 | 7 | 7 | 5 | 4 | 4 | 6 | 8 |
| 2-Engine | 694 | 779 | 916 | 969 | 1,009 | 1,016 | 958 | 1,058 | 1,093 | 1,127 |
| 0-100 hp..... | — | 424 | 506 | 527 | 575 | 543 | 384 | 433 | 423 | 365 |
| 201-400 hp..... | 519 | 177 | 184 | 183 | 182 | 187 | 169 | 187 | 187 | 189 |
| 401-600 hp..... | 54 | 57 | 88 | 115 | 117 | 140 | 210 | 230 | 264 | 302 |
| 601-800 hp..... | 2 | 19 | 36 | 41 | 42 | 46 | 64 | 75 | 77 | 89 |
| 801-1000 hp..... | — | — | — | — | — | — | 1 | 1 | — | — |
| 1,000-1,500 hp..... | 28 | 22 | 24 | 23 | 23 | 24 | 32 | 29 | 29 | 31 |
| 1,501-2,000 hp..... | 84 | 70 | 70 | 70 | 62 | 68 | 91 | 93 | 101 | 136 |
| 2,501-3,000 hp..... | 1 | 3 | 1 | 2 | — | — | — | 1 | 2 | 3 |
| Over 4,000 hp..... | 6 | 7 | 7 | 8 | 8 | 8 | 7 | 9 | 10 | 12 |
| 4-more engine | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 7 | 14 | 21 |
| Up to 100 hp..... | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 4 | 7 | 6 |
| 401-600 hp..... | — | — | — | — | — | — | — | 3 | 7 | 15 |

TABLE 1.7—Continued
U.S. REGISTERED CIVIL AIRCRAFT, ROTORCRAFT
BY ENGINE POWER AND NUMBER OF SEATS:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| By Number of Seats: | | | | | | | | | | |
| Piston—Total | 5,285 | 5,422 | 5,516 | 5,577 | 5,610 | 5,609 | 5,625 | 5,764 | 5,918 | 5,976 |
| 1-engine | 5,285 | 5,419 | 5,512 | 5,573 | 5,606 | 5,598 | 5,612 | 5,751 | 5,905 | 5,969 |
| 1 seat..... | 990 | 1,034 | 1,071 | 1,083 | 1,102 | 1,145 | 1,173 | 1,218 | 1,269 | 1,240 |
| 2 seats..... | 1,099 | 1,168 | 1,262 | 1,332 | 1,371 | 1,373 | 1,470 | 1,571 | 1,693 | 1,835 |
| 3 seats..... | 2,143 | 2,150 | 2,125 | 2,115 | 2,099 | 2,063 | 1,976 | 1,966 | 1,958 | 1,931 |
| 4 seats..... | 736 | 753 | 740 | 730 | 716 | 703 | 676 | 670 | 662 | 644 |
| 5-11 seats..... | 14 | 16 | 16 | 15 | 15 | 13 | 15 | 15 | 13 | 16 |
| 12-19 seats..... | 303 | 286 | 287 | 287 | 294 | 291 | 292 | 301 | 300 | 293 |
| 20 seats and over..... | — | 12 | 11 | 11 | 9 | 10 | 10 | 10 | 10 | 10 |
| 2-engine | — | — | 1 | 1 | 1 | 7 | 9 | 9 | 9 | 3 |
| 1 seat..... | — | — | — | — | — | 6 | 7 | 7 | 7 | 1 |
| 2 seats..... | — | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 seats..... | — | — | — | — | — | — | 1 | 1 | 1 | 1 |
| 4-engine | — | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 |
| 1-3 seats..... | — | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 20-49 seats | — | — | — | — | — | 1 | 1 | 1 | 1 | 1 |
| Turbine—Total | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 | 4,681 | 4,728 | 4,858 |
| 1-engine | 3,752 | 3,844 | 3,982 | 3,991 | 3,909 | 3,745 | 3,568 | 3,616 | 3,621 | 3,709 |
| 1 seat..... | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2-3 seats..... | 142 | 144 | 142 | 142 | 143 | 136 | 133 | 126 | 125 | 125 |
| 4 seats..... | 829 | 855 | 889 | 871 | 872 | 862 | 823 | 842 | 834 | 873 |
| 5 seats..... | 1,788 | 1,797 | 1,823 | 1,793 | 1,708 | 1,572 | 1,442 | 1,439 | 1,406 | 1,379 |
| 6 seats..... | 391 | 408 | 444 | 471 | 484 | 496 | 486 | 504 | 506 | 507 |
| 7-11 seats..... | 467 | 515 | 558 | 588 | 586 | 567 | 552 | 557 | 595 | 655 |
| 12-19 seats..... | 124 | 115 | 118 | 117 | 108 | 104 | 126 | 142 | 148 | 161 |
| 20 seats and over..... | 10 | 9 | 7 | 7 | 6 | 6 | 4 | 4 | 5 | 7 |
| 2-engine | 694 | 779 | 916 | 969 | 1,009 | 1,016 | 958 | 1,058 | 1,093 | 1,127 |
| 1-3 seats..... | 11 | 9 | 11 | 12 | 13 | 12 | 12 | 12 | 11 | 15 |
| 4-6 seats..... | 89 | 105 | 119 | 141 | 146 | 146 | 177 | 196 | 213 | 216 |
| 7-11 seats..... | 222 | 268 | 339 | 378 | 417 | 411 | 336 | 382 | 371 | 374 |
| 12-19 seats..... | 332 | 345 | 386 | 377 | 374 | 382 | 369 | 400 | 428 | 451 |
| 20 seats and over..... | 40 | 52 | 61 | 61 | 59 | 65 | 64 | 68 | 70 | 71 |
| 4/more engine | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 7 | 14 | 22 |
| 1 seat..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 seats..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 7-11 seats..... | — | — | — | — | — | 2 | — | 5 | 12 | 19 |

TABLE 1.8
U.S. REGISTERED CIVIL AMATEUR BUILT AIRCRAFT BY TYPE:
DECEMBER 31, 1982-1991

| Type of Aircraft | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| TOTAL..... | 13,146 | 14,861 | 16,477 | 16,204 | 16,994 | 17,658 | 18,192 | 19,757 | 21,027 | 21,615 |
| Fixed-Wing—Total..... | 10,772 | 12,311 | 13,767 | 13,344 | 14,046 | 14,619 | 15,123 | 16,449 | 17,564 | 18,175 |
| Piston..... | 10,737 | 12,262 | 13,682 | 13,210 | 13,957 | 14,488 | 14,982 | 16,045 | 16,998 | 17,619 |
| Turbine..... | 35 | 49 | 85 | 134 | 89 | 131 | 141 | 404 | 566 | 556 |
| Rotorcraft..... | 1,387 | 1,469 | 1,548 | 1,612 | 1,655 | 1,723 | 1,801 | 1,891 | 1,982 | 1,951 |
| Glider..... | 751 | 812 | 865 | 930 | 954 | 951 | 919 | 966 | 985 | 993 |
| Balloons & Dirigible..... | 236 | 269 | 297 | 318 | 339 | 365 | 349 | 451 | 496 | 496 |

Note: Amateur built aircraft include home built, experimental, prototype, and exhibition aircraft.

CHAPTER II
U.S. AIR CARRIER AIRCRAFT

TABLE 2.1
TOTAL AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS BY TYPE OF AIRCRAFT
1982-1991

| Year | Total | Fixed-Wing | | | | | Total Rotary-Wing |
|------|-------|------------------|---------|----------|-----------|--------|-------------------|
| | | Total Fixed-Wing | Turbine | | | Piston | |
| | | | Total | Turbojet | Turboprop | | |
| 1982 | 4,071 | 4,066 | 3,498 | 2,675 | 823 | 568 | 5 |
| 1983 | 4,203 | 4,194 | 3,640 | 2,768 | 872 | 554 | 9 |
| 1984 | 4,371 | 4,359 | 3,916 | 2,960 | 956 | 443 | 12 |
| 1985 | 4,678 | 4,673 | 4,240 | 3,164 | 1,076 | 433 | 5 |
| 1986 | 4,909 | 4,907 | 4,437 | 3,283 | 1,204 | 420 | 2 |
| 1987 | 5,250 | 5,237 | 4,816 | 3,575 | 1,241 | 421 | 13 |
| 1988 | 5,660 | 5,652 | 5,290 | 3,915 | 1,375 | 362 | 8 |
| 1989 | 5,778 | 5,771 | 5,418 | 3,942 | 1,476 | 353 | 7 |
| 1990 | 6,083 | 6,072 | 5,743 | 4,148 | 1,595 | 329 | 11 |
| 1991 | 6,054 | 6,048 | 5,765 | 4,167 | 1,598 | 283 | 6 |

Note: Beginning in 1987, the number of aircraft is the monthly average of the number of aircraft reported in use for the last three months of the year. Prior to 1987, it was the number of aircraft reported in use during December of the year.

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

TABLE 2.2
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| TOTAL | 6,054 | 6,083 | 5,778 | 5,660 | 5,250 | 4,909 | 4,678 | 4,370 | 4,201 | 4,067 |
| Turbojet-4-engine—Total | 410 | 432 | 428 | 427 | 382 | 322 | 322 | 349 | 309 | 354 |
| Boeing B707 | 27 | 25 | 27 | 31 | 31 | 35 | 27 | 22 | 24 | 55 |
| Boeing B720 | — | — | — | — | — | — | — | — | 1 | 1 |
| Boeing B747 | 184 | 190 | 180 | 171 | 156 | 150 | 151 | 156 | 146 | 144 |
| British Aerospace Aircraft Group BAE146 | 17 | 44 | 53 | 57 | 57 | 25 | 29 | 14 | 3 | — |
| Convair CV22 | — | — | — | — | — | — | — | — | 2 | 2 |
| Convair CV30 | — | — | — | — | — | — | — | — | — | 1 |
| Douglas DC8 | 182 | 173 | 168 | 168 | 138 | 112 | 115 | 157 | 133 | 151 |
| Turbojet-3-engine—Total | 1,376 | 1,438 | 1,459 | 1,542 | 1,469 | 1,466 | 1,488 | 1,438 | 1,393 | 1,387 |
| Boeing B727 | 1,073 | 1,152 | 1,167 | 1,246 | 1,168 | 1,172 | 1,195 | 1,161 | 1,122 | 1,110 |
| Douglas DC10/MD-11 | 203 | 185 | 185 | 184 | 185 | 180 | 179 | 174 | 155 | 166 |
| Lockheed L1011 | 100 | 101 | 107 | 112 | 116 | 114 | 114 | 103 | 116 | 111 |
| Turbojet-2-engine—Total | 2,381 | 2,278 | 2,055 | 1,946 | 1,724 | 1,495 | 1,354 | 1,172 | 1,065 | 934 |
| Airbus A300 | 63 | 67 | 63 | 57 | 52 | 52 | 46 | 38 | 34 | 30 |
| Airbus A310 | 42 | 21 | 19 | 19 | 13 | 7 | 4 | — | — | — |
| Airbus A320 | 35 | 10 | 11 | — | — | — | — | — | — | — |
| Boeing B737 | 835 | 812 | 756 | 706 | 633 | 555 | 476 | 391 | 348 | 290 |
| Boeing B757 | 234 | 199 | 146 | 122 | 95 | 73 | 48 | 19 | 15 | 2 |
| Boeing B767 | 136 | 120 | 111 | 126 | 83 | 69 | 59 | 53 | 49 | 13 |
| British Aircraft BAC111 | 1 | 3 | — | 30 | 39 | 45 | 32 | 33 | 36 | 36 |
| Canadair CL600 | — | — | — | — | — | — | — | — | — | 1 |
| Cessna C500/C501 | — | 0 | — | — | — | — | 2 | 1 | 1 | 2 |
| Cessna C550 | — | 7 | 5 | — | — | — | — | — | — | — |
| Dassault Falcon | 2 | — | — | — | — | — | — | — | — | — |
| Dassault MD10 | — | — | — | — | — | — | — | 2 | — | — |
| Dassault MD20 | — | — | — | — | — | — | 2 | 9 | 12 | 23 |
| Douglas DC9/MD-80 | 953 | 967 | 888 | 837 | 760 | 643 | 641 | 594 | 557 | 509 |
| Fokker F28 | 75 | 68 | 53 | 47 | 47 | 50 | 41 | 23 | 6 | 11 |
| Grumman G1159 | 3 | 1 | — | — | — | — | — | 1 | 1 | 3 |
| Hamberger Flugzeugbau HFB320 | — | — | — | — | — | — | — | — | 1 | — |
| Hawker-Siddeley HS125 | — | — | — | — | — | — | — | — | — | 2 |
| Israel Aircraft 1124 | — | — | — | — | — | — | — | — | — | 1 |
| Learjet LR23 | — | — | — | — | — | — | — | — | — | 3 |
| Learjet LR24 | — | — | — | — | — | — | — | — | — | 1 |
| Learjet LR25 | 2 | 1 | 2 | 1 | — | — | — | — | — | — |
| Learjet LR35 | — | 2 | 1 | 1 | 2 | 1 | 3 | 8 | 4 | 3 |
| Learjet LR55 | — | — | — | — | — | — | — | — | — | 1 |
| Rockwell International NA265 | — | — | — | — | — | — | — | — | — | 1 |
| Sud Aviation SE210 | — | — | — | — | — | — | — | — | 1 | 2 |
| Turboprop-4-engine—Total | 75 | 88 | 96 | 95 | 102 | 96 | 108 | 109 | 99 | 116 |
| Canadair CL44 | — | 5 | 5 | 6 | 6 | 2 | 6 | 5 | 2 | 4 |
| DeHavilland DHC7 | 33 | 40 | 41 | 39 | 41 | 40 | 42 | 46 | 46 | 43 |
| Lockheed L188 | 24 | 24 | 30 | 30 | 34 | 33 | 38 | 34 | 37 | 47 |
| Lockheed L382 | 18 | 19 | 20 | 20 | 21 | 21 | 22 | 22 | 11 | 19 |
| Vickers V745 | — | — | — | — | — | — | — | 2 | 3 | 3 |
| Turboprop-2-engine—Total | 1,523 | 1,507 | 1,380 | 1,280 | 1,139 | 1,108 | 965 | 847 | 777 | 707 |
| Beech BE65 | — | — | — | 1 | 4 | 1 | — | — | — | — |
| Beech BE90 | — | — | — | 1 | 4 | — | 3 | 2 | 2 | 4 |
| Beech BE99 | 32 | 54 | 53 | 84 | 52 | 95 | 103 | 85 | 101 | 106 |
| Beech BE100 | 1 | 2 | 1 | 1 | — | 1 | 1 | 2 | 1 | — |
| Beech BE200 | 8 | 16 | 10 | 7 | 5 | 2 | 1 | 6 | 4 | 2 |
| Beech BE1900 | 167 | 147 | 109 | 80 | 48 | 60 | 42 | 17 | — | — |
| Beech STC18 | — | — | — | — | — | — | — | 1 | 1 | 1 |
| British Aerospace Aircraft Group Jetstream | 214 | 222 | 165 | 135 | 113 | 69 | 46 | 10 | 10 | 12 |
| British Aerospace BA ATP | 10 | 4 | — | — | — | — | — | — | — | — |

TABLE 2.2—Continued
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Cessna C441..... | 2 | 2 | 4 | 3 | 2 | 3 | 1 | 3 | 1 | 2 |
| Construcciones Aeronauticas CA212..... | 13 | 16 | 16 | 18 | 16 | 19 | 24 | 27 | 28 | 16 |
| Concair CV580/CV640/CV600..... | 37 | 33 | 58 | 72 | 77 | 91 | 100 | 107 | 100 | 98 |
| DeHavilland DHC6..... | 69 | 67 | 69 | 63 | 71 | 68 | 86 | 107 | 112 | 101 |
| DeHavilland DHC8..... | 81 | 74 | 64 | 44 | 34 | 26 | 10 | — | — | — |
| Dornier DO228..... | 31 | 32 | 34 | 33 | 18 | 12 | 6 | — | — | — |
| Douglas DC3..... | — | — | — | — | — | — | 1 | — | — | — |
| Embraer EM110..... | 23 | 48 | 59 | 77 | 97 | 91 | 79 | 81 | 83 | 83 |
| Embraer EM120..... | 167 | 156 | 105 | 62 | 36 | 16 | 0 | 0 | 0 | 0 |
| Fairchild FH27..... | 7 | 9 | 7 | 7 | 13 | 20 | 28 | 23 | 19 | 10 |
| Fairchild FH227..... | 3 | 3 | 4 | 11 | 8 | 7 | 8 | 9 | 9 | 9 |
| Fokker F27..... | 40 | 46 | 42 | 33 | 26 | 36 | 27 | 14 | 7 | 4 |
| GAF Nomad N22..... | — | — | — | — | — | — | — | — | — | 2 |
| Grumman G73..... | 4 | 7 | 5 | 7 | — | — | — | — | 4 | — |
| Grumman G159..... | 2 | 7 | 6 | 5 | 14 | 15 | 23 | 21 | 16 | 19 |
| Grumman G500..... | — | — | — | 1 | — | — | — | — | — | — |
| Hawker-Siddeley HS748..... | — | — | — | — | — | — | — | 2 | 5 | 5 |
| Isreal Aircraft AR101B..... | — | — | — | — | — | — | — | — | — | 3 |
| Mitsubishi MU2..... | 1 | 1 | — | — | 1 | 6 | 3 | 1 | 2 | — |
| Nihon YS11..... | 22 | 21 | 21 | 22 | 36 | 36 | 42 | 30 | 35 | 27 |
| Nord ND262..... | — | 1 | 2 | 9 | 12 | 15 | 14 | 14 | 9 | 15 |
| Piper 31T..... | 8 | 8 | 12 | 9 | 6 | 5 | 4 | 8 | 6 | 1 |
| Piper 42..... | 1 | — | — | — | — | — | — | — | — | — |
| Rockwell AC690..... | — | — | — | 1 | 1 | 4 | 4 | 4 | 1 | — |
| Saab-Fairchild SF340..... | 153 | 109 | 85 | 68 | 51 | 34 | 17 | 3 | — | — |
| Short SC7..... | 2 | 2 | — | — | — | 1 | 1 | 1 | 1 | 2 |
| Short SD3..... | 93 | 103 | 118 | 110 | 110 | 110 | 77 | 78 | 66 | 52 |
| S.N.I.A.S. ATR42..... | 101 | 77 | 62 | 35 | 20 | 8 | — | — | — | — |
| Swearingen SA226..... | 31 | 22 | 57 | 90 | 101 | 122 | 113 | 121 | 99 | 105 |
| Swearingen SA227..... | 200 | 218 | 212 | 191 | 163 | 135 | 101 | 70 | 55 | 26 |
| Piston-4-engine—Total..... | 26 | 31 | 35 | 36 | 38 | 32 | 38 | 50 | 52 | 58 |
| DeHavilland DH114..... | — | — | — | — | — | — | — | 6 | 11 | 17 |
| Douglas DC4..... | — | — | — | — | — | 1 | 3 | 3 | 3 | 3 |
| Douglas DC6..... | 25 | 30 | 34 | 35 | 37 | 30 | 34 | 41 | 38 | 38 |
| Douglas DC7..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | — | — | — |
| Piston-3-engine—Total..... | 5 | 6 | 5 | 3 | 3 | 3 | 4 | 4 | 1 | — |
| Britten Norman MK3..... | 5 | 6 | 5 | 3 | 3 | 3 | 4 | 4 | 1 | — |
| Piston-2-engine—Total..... | 252 | 292 | 313 | 323 | 380 | 385 | 394 | 389 | 496 | 506 |
| Aero Commander AC500..... | — | — | — | — | — | — | — | — | 2 | 1 |
| Aero Commander AC680..... | — | — | — | — | — | — | — | — | — | 1 |
| Beech BE18..... | 5 | 3 | 5 | 6 | 5 | 9 | 7 | 15 | 20 | 14 |
| Beech BE36..... | — | — | 1 | 3 | — | — | — | — | — | — |
| Beech BE55..... | — | — | — | — | 2 | 1 | — | — | 1 | 2 |
| Beech BE58..... | 4 | 4 | 6 | 15 | 7 | 4 | 9 | 9 | 6 | 5 |
| Beech BE65..... | 2 | 2 | 2 | 2 | 2 | 3 | — | — | 3 | 2 |
| Beech BE76..... | — | — | — | — | — | 2 | 3 | 3 | 1 | 1 |
| Beech BE80..... | — | — | — | — | — | — | 4 | 8 | — | — |
| Beech BE95..... | 1 | 1 | 1 | 3 | — | — | — | — | — | — |
| Beech BE99..... | — | — | — | — | — | — | — | — | 1 | — |
| Britten Norman BN2A..... | 14 | 15 | 16 | 30 | 29 | 29 | 7 | 27 | 29 | 33 |
| Cessna C207T..... | — | — | — | — | — | — | — | — | 1 | 1 |
| Cessna C303T..... | — | — | — | 1 | 1 | 1 | 1 | — | — | — |
| Cessna C310..... | 2 | 2 | 2 | — | 1 | 1 | 1 | 2 | 3 | 4 |
| Cessna C320..... | — | — | — | — | — | — | — | 1 | — | — |
| Cessna C401..... | 1 | 1 | 1 | 4 | — | — | — | — | — | 2 |
| Cessna C402..... | 91 | 110 | 98 | 101 | 143 | 147 | 155 | 112 | 152 | 130 |

TABLE 2.2—Continued
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|--------------------------|------|------|------|------|------|------|------|------|------|------|
| Cessna C404..... | 1 | 1 | 1 | 4 | 4 | 6 | 5 | 4 | 8 | 22 |
| Cessna C411..... | — | — | — | — | — | — | — | 1 | — | — |
| Cessna C414..... | 1 | 1 | — | — | — | 2 | 1 | 1 | 1 | — |
| Cessna C421..... | — | — | — | 1 | — | — | — | 1 | — | 1 |
| Convair CV240..... | 13 | 11 | 9 | 9 | 10 | 9 | 12 | 15 | 10 | 11 |
| Convair CV340/CV440..... | 24 | 25 | 26 | 21 | 23 | 17 | 18 | 14 | 22 | 23 |
| Curtiss-Wright C46..... | — | — | — | — | — | — | 3 | 2 | 4 | 5 |
| Douglas DC3..... | 12 | 15 | 19 | 20 | 38 | 43 | 39 | 30 | 42 | 50 |
| Fairchild C82..... | — | — | — | — | — | — | — | — | 2 | 1 |
| Grumman G21..... | — | — | — | — | — | — | 3 | 4 | 3 | 3 |
| Grumman G44..... | — | — | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Grumman G73..... | — | 2 | 3 | 4 | 12 | 11 | 3 | 5 | 5 | 5 |
| Grumman G111..... | — | — | — | — | 2 | 3 | 6 | — | 4 | 2 |
| Martin M404..... | — | — | 2 | 2 | 1 | — | — | 1 | 13 | 11 |
| Partenavia PT68..... | — | — | — | — | 2 | — | — | — | — | — |
| Piper P23..... | 8 | 9 | 9 | 9 | 11 | 9 | 3 | 10 | 16 | 18 |
| Piper P28..... | — | — | — | — | — | — | — | — | 7 | — |
| Piper P30..... | — | — | — | — | — | — | — | 1 | 2 | 2 |
| Piper P31..... | 66 | 81 | 100 | 71 | 77 | 73 | 100 | 110 | 121 | 139 |
| Piper P32..... | 4 | 2 | 2 | 2 | 2 | — | — | — | — | — |
| Piper P34..... | 3 | 7 | 9 | 12 | 4 | 9 | 12 | 11 | 17 | 16 |
| Piper P44..... | — | — | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Piper PA600..... | — | — | 1 | 1 | 2 | 2 | — | — | — | 1 |
| Piper PA1020T..... | — | — | — | — | — | 2 | — | — | — | — |
| Helicopter—Total..... | 6 | 11 | 7 | 8 | 13 | 2 | 5 | 12 | 9 | 5 |

TABLE 2.3
TOTAL FLIGHT HOURS FOR
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|
| TOTAL | 13,483,182 | 13,500,128 | 12,687,084 | 12,284,089 | 11,885,699 | 11,221,578 | 10,498,546 | 9,674,406 | 8,555,538 | 6,916,316 |
| Turbojet-4-engine—Total | 999,133 | 1,139,210 | 1,120,917 | 1,093,392 | 997,951 | 921,409 | 817,058 | 861,389 | 816,624 | 728,412 |
| Boeing B707 | 34,125 | 39,522 | 40,046 | 43,946 | 36,206 | 37,448 | 15,904 | 39,243 | 64,819 | 83,515 |
| Boeing B720 | — | — | — | — | — | — | — | 136 | 438 | 317 |
| Boeing B747 | 630,850 | 680,668 | 643,231 | 620,327 | 575,426 | 559,137 | 537,954 | 537,142 | 504,573 | 439,003 |
| British Aerospace Aircraft Group BAE146 | 49,806 | 94,574 | 121,415 | 128,339 | 125,918 | 92,431 | 52,452 | 14,140 | 1,623 | — |
| Convair CV22 | — | — | — | — | — | — | — | — | — | 656 |
| Convair CV30 | — | — | — | — | — | — | — | — | — | 219 |
| Douglas DC8 | 284,352 | 324,446 | 316,225 | 300,780 | 260,401 | 232,393 | 210,748 | 270,728 | 245,171 | 204,702 |
| Turbojet-3-engine—Total | 3,125,859 | 3,459,434 | 3,533,071 | 3,705,084 | 3,865,525 | 3,960,406 | 3,843,357 | 3,786,832 | 3,278,501 | 2,971,583 |
| Boeing B727 | 2,208,622 | 2,528,818 | 2,606,796 | 2,780,240 | 2,930,107 | 3,036,233 | 2,989,918 | 2,990,821 | 2,529,074 | 2,289,310 |
| Douglas DC10 | 613,916 | 587,954 | 589,989 | 583,558 | 566,751 | 580,200 | 529,073 | 487,831 | 423,824 | 377,811 |
| Lockheed L1011 | 303,321 | 342,662 | 336,286 | 341,286 | 368,667 | 343,973 | 324,436 | 308,180 | 325,603 | 304,462 |
| Turbojet-2-engine—Total | 6,286,850 | 5,999,153 | 5,295,578 | 4,951,466 | 4,575,176 | 4,057,267 | 3,568,486 | 2,872,265 | 2,494,072 | 1,751,513 |
| Airbus A300 | 166,833 | 177,996 | 158,716 | 150,603 | 156,947 | 150,898 | 131,904 | 101,143 | 84,674 | 56,390 |
| Airbus A310 | 79,073 | 80,040 | 76,537 | 61,663 | 27,234 | 17,054 | 5,613 | — | — | — |
| Airbus A320 | 81,881 | 27,290 | 8,523 | — | — | — | — | — | — | — |
| Boeing B737 | 2,318,936 | 2,253,106 | 2,039,117 | 1,859,347 | 1,730,473 | 1,489,831 | 1,312,425 | 1,006,238 | 829,359 | 562,521 |
| Boeing B757 | 666,430 | 549,289 | 359,955 | 321,369 | 270,729 | 195,957 | 108,320 | 50,022 | 17,090 | — |
| Boeing B767 | 499,962 | 429,958 | 412,183 | 367,591 | 274,429 | 223,227 | 192,467 | 172,705 | 104,222 | 1,811 |
| British Aircraft BAC111 | 159 | 630 | 27,611 | 65,095 | 84,642 | 68,908 | 73,873 | 59,555 | 79,011 | 54,306 |
| Cessna C500/C501 | — | — | — | — | 54 | 50 | 546 | 657 | 652 | 423 |
| Cessna C550 | — | 10,073 | 3,237 | — | — | — | — | — | — | — |
| Dassault Falcon | 278 | — | — | — | — | — | — | — | — | — |
| Dassault MD10 | — | — | — | — | — | — | 2,262 | 698 | — | — |
| Dassault MD20 | — | — | — | — | — | — | 4,336 | 3,218 | 11,097 | 18,303 |
| Douglas DC9 | 2,317,321 | 2,323,334 | 2,106,800 | 2,035,672 | 1,931,391 | 1,809,863 | 1,655,353 | 1,438,339 | 1,348,511 | 1,028,836 |
| Fokker F28 | 155,122 | 145,547 | 101,421 | 88,682 | 97,727 | 98,918 | 73,494 | 33,036 | 13,224 | 23,996 |
| Grumman G1159 | 413 | 60 | — | 47 | — | — | 334 | 660 | 309 | 1,308 |
| Hamberger Flugzeugbau HFB320 | — | — | — | — | — | — | — | 102 | 734 | — |
| Hawker-Siddeley HS125 | — | — | — | — | — | — | — | — | — | 304 |
| Israel Aircraft 1121 | — | — | — | — | — | — | — | — | 8 | — |
| Israel Aircraft 1124 | — | — | — | — | — | — | — | — | — | 208 |
| Learjet LR23 | — | — | — | — | — | — | — | — | 1,227 | 785 |
| Learjet LR24 | — | — | — | — | — | — | — | — | 537 | 436 |
| Learjet LR25 | 291 | 384 | 482 | 44 | — | — | — | — | — | 26 |
| Learjet LR35 | 151 | 1,446 | 996 | 1,353 | 1,553 | 2,536 | 7,559 | 5,892 | 3,148 | 688 |
| Learjet LR55 | — | — | — | — | — | — | — | — | — | 253 |
| Rockwell International NA265 | — | — | — | — | — | — | — | — | 49 | 20 |
| Sud Aviation SE210 | — | — | — | — | — | — | — | — | 220 | 899 |
| Turboprop-4-engine— | | | | | | | | | | |
| Total | 138,463 | 164,771 | 175,469 | 154,747 | 181,424 | 169,884 | 209,197 | 216,405 | 206,435 | 163,552 |
| Canadair CL44 | 1,892 | 5,896 | 6,527 | 8,427 | 9,355 | 8,687 | 9,147 | 7,567 | 6,066 | 5,303 |
| DeHavilland DHC7 | 58,579 | 76,007 | 86,434 | 76,027 | 91,899 | 73,524 | 98,315 | 106,287 | 103,528 | 73,069 |
| Lockheed L188 | 28,543 | 32,286 | 31,457 | 23,691 | 33,618 | 38,019 | 44,765 | 45,182 | 47,981 | 41,594 |
| Lockheed L382 | 49,449 | 50,582 | 51,051 | 46,602 | 46,552 | 49,654 | 56,597 | 56,165 | 47,877 | 42,250 |
| Vickers V745 | — | — | — | — | — | — | 373 | 1,204 | 983 | 912 |
| Vickers V814 | — | — | — | — | — | — | — | — | — | 424 |
| Turboprop-2-engine— | | | | | | | | | | |
| Total | 2,734,707 | 2,508,271 | 2,335,386 | 2,118,066 | 1,943,532 | 1,720,179 | 1,616,425 | 1,487,032 | 1,288,616 | 935,588 |
| Beech BE65 | — | — | — | — | 596 | 639 | — | — | — | — |
| Beech BE90 | — | — | 40 | 374 | 303 | 158 | 360 | 443 | 626 | 479 |
| Beech BE99 | 60,176 | 51,481 | 86,255 | 125,247 | 141,691 | 175,543 | 199,736 | 199,205 | 183,534 | 137,968 |
| Beech BE100 | 787 | 828 | 934 | 769 | 803 | 259 | 806 | 202 | 13 | — |
| Beech BE200 | 12,751 | 31,140 | 15,134 | 9,679 | 3,625 | 970 | 3,541 | 2,522 | 1,868 | 1,813 |
| Beech BE1900 | 323,440 | 238,129 | 196,469 | 153,473 | 135,960 | 107,128 | 73,211 | 23,289 | — | — |
| Beech STC18 | — | — | — | — | — | 982 | — | 648 | 632 | 181 |

TABLE 2.3—Continued
TOTAL FLIGHT HOURS FOR
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| British Aerospace Aircraft Group Jetstream..... | 391,062 | 307,585 | 274,357 | 252,253 | 188,315 | 108,723 | 60,492 | 27,712 | 18,485 | 16,222 |
| British Aerospace BA ATP..... | 13,762 | 3,778 | — | — | — | — | — | — | — | — |
| Cessna C441..... | 1,588 | 2,782 | 3,713 | 4,948 | 3,874 | 1,364 | 1,745 | 1,672 | 1,265 | 501 |
| Constructo Lines Aeronautics CA212..... | 16,240 | 22,574 | 21,710 | 23,610 | 21,643 | 19,891 | 24,886 | 34,252 | 33,902 | 21,870 |
| Concair CV580/CV640/CV600..... | 21,709 | 23,534 | 38,641 | 63,141 | 82,371 | 100,288 | 113,063 | 121,399 | 121,785 | 104,432 |
| DeHavilland DHC6..... | 95,433 | 103,670 | 107,403 | 113,810 | 122,783 | 113,958 | 162,340 | 176,233 | 169,980 | 139,042 |
| DeHavilland DHC8..... | 174,306 | 160,825 | 127,911 | 80,964 | 55,680 | 36,835 | 7,362 | — | — | — |
| Dornier DO228..... | 59,906 | 72,680 | 57,357 | 56,580 | 26,032 | 16,044 | 12,306 | — | — | — |
| Douglas DC3..... | — | — | — | 531 | — | — | 1,478 | — | — | — |
| Embraer EM110..... | 47,802 | 85,513 | 124,773 | 148,880 | 177,781 | 149,585 | 156,363 | 199,536 | 196,128 | 127,153 |
| Embraer EM120..... | 383,804 | 310,440 | 211,897 | 114,296 | 66,054 | 18,838 | — | — | — | — |
| Fairchild FH27..... | 2,187 | 4,605 | 4,709 | 9,821 | 13,502 | 31,232 | 36,440 | 35,521 | 24,777 | 12,438 |
| Fairchild FH227..... | 1,030 | 1,509 | 4,209 | 12,169 | 11,787 | 13,244 | 14,491 | 17,053 | 19,525 | 13,341 |
| Fokker F27..... | 61,698 | 65,309 | 60,371 | 50,645 | 59,910 | 61,144 | 40,521 | 25,056 | 13,151 | 6,047 |
| GAF Nomad N22..... | — | — | — | — | — | — | — | — | 69 | 3,628 |
| Grumman G73..... | 2,562 | 1,968 | 6,328 | 10,036 | — | — | — | — | — | — |
| Grumman G159..... | 1,499 | 9,348 | 9,669 | 7,139 | 15,177 | 23,328 | 23,911 | 20,773 | 18,339 | 8,532 |
| Grumman G500..... | — | — | 88 | 93 | — | — | — | — | — | — |
| Hawker-Siddeley HS748..... | — | — | — | — | — | — | 2,500 | 7,385 | 9,320 | 12,091 |
| Israel Aircraft AR101B..... | — | — | — | — | — | — | — | — | 587 | 2,284 |
| Mitsubishi MU2..... | 222 | 142 | — | 88 | 256 | 2,980 | 1,390 | 314 | 14 | — |
| Nihon YS11..... | 14,071 | 14,254 | 16,003 | 17,645 | 38,093 | 46,268 | 53,707 | 48,246 | 43,260 | 25,610 |
| Nomad N24..... | 1,160 | — | — | 1,907 | — | — | — | — | — | — |
| Nord ND262..... | 100 | 487 | 898 | 11,132 | 23,313 | 24,860 | 20,604 | 20,820 | 22,446 | 14,630 |
| Piper 31T..... | 8,256 | 9,024 | 11,410 | 8,232 | 5,656 | 4,865 | 7,003 | 10,103 | 2,692 | — |
| Rockwell AC690..... | — | — | — | 4 | 476 | 3,057 | 3,076 | 2,683 | 22 | — |
| Saab-Fairchild SF340..... | 287,144 | 197,149 | 171,936 | 152,177 | 98,616 | 58,392 | 20,627 | 386 | — | — |
| Short SC7..... | 1,454 | 964 | 112 | — | 101 | 315 | 475 | 733 | 520 | — |
| Short SD3..... | 167,255 | 203,871 | 192,509 | 183,422 | 217,177 | 184,680 | 178,862 | 150,714 | 123,385 | 79,909 |
| S.N.I.A.S. ATR42..... | 174,754 | 142,741 | 120,074 | 60,029 | 27,943 | 5,923 | — | — | — | — |
| Swearingen SA226..... | 33,583 | 52,104 | 97,484 | 144,032 | 163,994 | 185,243 | 217,667 | 218,716 | 194,324 | 169,688 |
| Swearingen SA227..... | 374,966 | 389,737 | 372,992 | 300,940 | 240,121 | 225,657 | 177,622 | 141,674 | 87,754 | 37,209 |
| Piston-4-engine—Total | 21,044 | 22,919 | 24,538 | 25,083 | 24,367 | 24,909 | 30,854 | 29,215 | 33,616 | 35,782 |
| DeHavilland DH114..... | — | — | — | — | — | — | 2,626 | 7,847 | 16,835 | 22,598 |
| Douglas DC4..... | — | 266 | — | — | — | 1,038 | 1,512 | 720 | 1,187 | 256 |
| Douglas DC6..... | 20,465 | 21,979 | 23,418 | 24,055 | 23,405 | 23,049 | 26,039 | 20,648 | 15,594 | 12,928 |
| Douglas DC7..... | 579 | 674 | 1,120 | 1,028 | 962 | 822 | 677 | — | — | — |
| Piston-3-engine—Total..... | 3,786 | 4,664 | 3,229 | 2,831 | 2,477 | 1,716 | 5,470 | 2,983 | 1,191 | — |
| Britten Norman MK3..... | 3,786 | 4,664 | 3,229 | 2,831 | 2,477 | 1,716 | 5,470 | 2,983 | 1,191 | — |
| Piston-2-engine—Total | 168,388 | 193,846 | 194,168 | 229,150 | 291,397 | 360,823 | 402,377 | 410,287 | 427,446 | 324,506 |
| Aero Commander AC500..... | — | — | — | 13 | — | 6 | 28 | 300 | 878 | 678 |
| Aero Commander AC600..... | — | — | — | 70 | — | — | — | — | 581 | 759 |
| Beech BE18..... | 1,658 | 1,218 | 1,157 | 466 | 578 | 345 | 3,015 | 9,723 | 10,721 | 5,928 |
| Beech A36TC..... | — | — | 1,083 | 1,040 | 659 | — | — | — | — | — |
| Beech BE55..... | — | — | — | — | — | 194 | — | 284 | 674 | 936 |
| Beech BE58..... | 3,665 | 1,823 | 2,285 | 2,498 | 2,165 | 1,727 | 4,262 | 2,637 | 1,430 | 1,558 |
| Beech BE85..... | 1,042 | 2,408 | 2,355 | 3,940 | 2,181 | 5,252 | — | — | 3,385 | 1,632 |
| Beech BE76..... | — | — | — | — | 28 | 142 | 525 | 586 | 306 | 78 |
| Beech BE80..... | — | — | — | — | — | — | 7,031 | 7,667 | — | — |
| Beech BE95..... | 341 | 442 | 435 | 899 | 635 | — | — | — | — | 95 |
| Beech BE99..... | — | — | — | — | — | — | — | — | 3,719 | — |
| Britten Norman BN2A..... | 10,288 | 11,379 | 15,033 | 18,129 | 19,729 | 26,166 | 22,774 | 28,306 | 31,204 | 32,003 |
| Cessna C207T..... | — | — | 639 | — | — | — | — | — | 218 | 60 |
| Cessna C210T..... | — | — | — | — | — | — | — | 45 | 244 | — |
| Cessna C303T..... | — | — | — | 67 | 6 | — | 237 | 207 | — | — |
| Cessna C310..... | 376 | 1,135 | 573 | — | 440 | 490 | 372 | 956 | 1,059 | 2,573 |

TABLE 2.3—Continued
TOTAL FLIGHT HOURS FOR
AIRCRAFT REPORTED IN OPERATION
BY AIR CARRIERS, BY MANUFACTURER AND MODEL
1982-1991

| Aircraft Make and Model | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 |
|---------------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|
| Cessna C320 | — | — | — | — | — | — | 8 | 20 | — | — |
| Cessna C340 | — | — | — | 134 | — | — | — | 6 | — | 18 |
| Cessna C401 | 770 | 1,032 | 1,632 | 376 | — | — | — | — | 788 | 513 |
| Cessna C402 | 74,396 | 86,705 | 86,012 | 104,833 | 139,843 | 184,470 | 191,070 | 166,914 | 152,596 | 103,415 |
| Cessna C404 | 462 | 468 | 837 | 2,321 | 4,022 | 4,959 | 4,562 | 6,730 | 9,694 | 14,164 |
| Cessna C411 | — | — | — | — | — | — | 102 | 135 | — | 6 |
| Cessna C414 | 133 | 50 | — | 11 | 189 | 1,279 | 523 | 522 | 2,267 | 15 |
| Cessna C421 | — | — | 26 | 89 | — | — | 48 | 26 | 32 | 26 |
| Convair CV240 | 3,618 | 2,950 | 3,045 | 3,694 | 2,967 | 3,106 | 6,284 | 7,861 | 6,609 | 7,399 |
| Convair CV340/CV440 | 6,316 | 6,169 | 6,820 | 6,229 | 6,384 | 5,584 | 4,664 | 6,910 | 15,932 | 10,633 |
| Curtiss-Wright C46 | — | — | — | — | — | 411 | 1,104 | 966 | 1,821 | 2,340 |
| DeHavilland DHC104 | — | — | — | — | — | — | — | — | — | 489 |
| Douglas DC3 | 3,702 | 5,279 | 7,389 | 14,680 | 21,485 | 25,971 | 25,916 | 23,498 | 21,836 | 19,649 |
| Fairchild C82 | — | — | — | — | — | — | 8 | 708 | 1,252 | 1,485 |
| Grumman G10 | — | — | — | — | — | — | — | — | — | 1,104 |
| Grumman G21 | — | — | — | — | — | 787 | 1,861 | 1,927 | 1,453 | 920 |
| Grumman G44 | — | — | — | — | — | 56 | 110 | 151 | 96 | 80 |
| Grumman G73 | — | 93 | 1,191 | 1,887 | 11,178 | 10,411 | 7,879 | 7,669 | 7,692 | 5,004 |
| Grumman G111 | — | — | — | — | 1,712 | 3,476 | 3,207 | 4,298 | 1,817 | — |
| Martin M404 | — | — | — | 127 | 10 | — | 217 | 5,094 | 5,732 | 5,051 |
| Partenavia PT68 | — | — | — | 13 | 1,362 | — | — | — | — | — |
| Piper P23 | 2,495 | 3,217 | 3,419 | 4,024 | 5,100 | 4,113 | 6,306 | 4,691 | 6,658 | 4,871 |
| Piper P30 | — | — | — | — | — | — | 17 | 460 | 721 | 228 |
| Piper P31 | 56,405 | 66,000 | 56,781 | 61,016 | 67,554 | 72,782 | 102,855 | 114,330 | 128,305 | 95,310 |
| Piper P32 | 933 | 350 | 530 | 768 | 698 | — | — | — | — | — |
| Piper P34 | 1,702 | 2,865 | 2,895 | 1,266 | 981 | 7,352 | 7,255 | 6,660 | 7,298 | 5,022 |
| Piper P44 | 86 | — | 20 | 354 | 524 | 418 | 39 | — | 259 | 205 |
| Piper PA800 | — | 43 | 11 | 106 | 409 | 321 | — | — | 169 | 239 |
| Piper PA1020T | — | — | — | — | 558 | 1,005 | — | — | — | — |
| Helicopter—Total | 4,952 | 8,060 | 4,728 | 4,270 | 3,847 | 4,985 | 5,322 | 7,998 | 9,037 | 5,380 |

TABLE 2.4
TOTAL LARGE AIRCRAFT REPORTED IN OPERATION BY DOMESTIC, FLAG AND
SUPPLEMENTAL/SCHEDULED
CARGO AIR CARRIERS AND COMMERCIAL OPERATORS
BY CARRIER, AND BY ENGINE TYPE
1991

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|--------------------|--------------|------------|--------------|--------------|------------|-----------|------------|-----------|-----------|----------|-----------|----------|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Total..... | 4,695 | 4,165 | 410 | 1,376 | 2,379 | 455 | 75 | 380 | 75 | 26 | — | 49 | — |
| ABX Air dba Airborne Express..... | 62 | 50 | 12 | — | 38 | 12 | — | 12 | — | — | — | — | — |
| Aerial Transp..... | 2 | — | — | — | — | — | — | — | 2 | 2 | — | — | — |
| Air Berlin..... | 3 | 3 | — | — | 3 | — | — | — | — | — | — | — | — |
| Air Transport Intn'l..... | 7 | 7 | 7 | — | — | — | — | — | — | — | — | — | — |
| Air Wisconsin dba United Express.. | 37 | 12 | 12 | — | — | 25 | — | 25 | — | — | — | — | — |
| Airlift Int'l..... | 7 | 2 | 2 | — | — | 5 | — | 5 | — | — | — | — | — |
| Alaska Airlines..... | 62 | 62 | — | 24 | 38 | — | — | — | — | — | — | — | — |
| Allegheny Commuter Airlines..... | 24 | — | — | — | — | 24 | — | 24 | — | — | — | — | — |
| Aloha Airlines..... | 19 | 19 | — | — | 19 | — | — | — | — | — | — | — | — |
| American Airlines..... | 616 | 605 | 2 | 225 | 378 | 11 | — | 11 | — | — | — | — | — |
| American Intn'l Airways dba Connie Kalitta Services..... | 20 | 20 | 17 | 2 | 1 | — | — | — | — | — | — | — | — |
| American Trans Air..... | 24 | 24 | — | 20 | 4 | — | — | — | — | — | — | — | — |
| American West Airlines..... | 101 | 95 | 3 | — | 92 | 6 | — | 6 | — | — | — | — | — |
| Amerijet Intn'l..... | 10 | 10 | — | 8 | 2 | — | — | — | — | — | — | — | — |
| Arrow Air..... | 10 | 10 | 10 | — | — | — | — | — | — | — | — | — | — |
| Atlantic Southeast Airlines..... | 2 | — | — | — | — | 2 | 2 | — | — | — | — | — | — |
| Austin Jet Corp..... | 2 | 2 | — | — | 2 | — | — | — | — | — | — | — | — |
| Basler Flight Service..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Britt Airways /Rocky Mountain dba Continental Express..... | 43 | — | — | — | — | 43 | 5 | 38 | — | — | — | — | — |
| Buffalo Airways..... | 10 | 10 | 10 | — | — | — | — | — | — | — | — | — | — |
| Business Air..... | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Business Express..... | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Carnival Air Lines..... | 7 | 7 | — | 3 | 4 | — | — | — | — | — | — | — | — |
| Challenge Air Cargo..... | 3 | 3 | 1 | — | 2 | — | — | — | — | — | — | — | — |
| Chautauqua Airlines dba USAir Express..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Condor Aviation..... | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Continental Airlines..... | 325 | 325 | 8 | 105 | 212 | — | — | — | — | — | — | — | — |
| Crown Airways dba USAir Express..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Delta Air Lines..... | 522 | 522 | — | 198 | 324 | — | — | — | — | — | — | — | — |
| DHL Airways..... | 16 | 16 | — | 16 | — | — | — | — | — | — | — | — | — |
| Emerald Airlines..... | 6 | 6 | — | 4 | 2 | — | — | — | — | — | — | — | — |
| Emery Worldwide Airlines..... | 30 | 30 | 30 | — | — | — | — | — | — | — | — | — | — |
| Empire Airlines..... | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| ERA Aviation dba ERA Helicopters..... | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Evergreen Intn'l Airlines..... | 26 | 26 | 14 | 6 | 6 | — | — | — | — | — | — | — | — |
| Executive Airlines..... | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Express One Intn'l..... | 14 | 14 | — | 12 | 2 | — | — | — | — | — | — | — | — |
| Fairways..... | 2 | 1 | — | — | 1 | 1 | — | 1 | — | — | — | — | — |
| Federal Express..... | 190 | 190 | 15 | 175 | — | — | — | — | — | — | — | — | — |
| Flamenco Airways..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Flight Trails dba Air Resorts Airlines..... | 9 | — | — | — | — | 3 | — | 3 | 6 | — | — | 6 | — |
| Florida West Airlines..... | 6 | 6 | 6 | — | — | — | — | — | — | — | — | — | — |
| Frontier Flying Service..... | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| G E Governments Services..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Great American Airways..... | 2 | 2 | — | — | 2 | — | — | — | — | — | — | — | — |
| Ground-Air Transfer dba Charter One..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| H C L Aviation dba AV Atlantic..... | 2 | 2 | — | 2 | — | — | — | — | — | — | — | — | — |
| Hawaiian Airlines..... | 29 | 25 | 7 | 5 | 13 | 4 | 4 | — | — | — | — | — | — |
| Henson Airlines..... | 38 | — | — | — | — | 38 | 5 | 33 | — | — | — | — | — |
| Horizon Air..... | 21 | 3 | — | — | 3 | 18 | — | 18 | — | — | — | — | — |

TABLE 2.4—Continued
TOTAL LARGE AIRCRAFT REPORTED IN OPERATION BY DOMESTIC, FLAG AND
SUPPLEMENTAL/SCHEDULED
CARGO AIR CARRIERS AND COMMERCIAL OPERATORS
BY CARRIER, AND BY ENGINE TYPE
1991

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|--------------------|----------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|--------|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Jet Fleet..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Key Airlines..... | 9 | 9 | — | 9 | — | — | — | — | — | — | — | — | — |
| Kitty Hawk Air Cargo..... | 6 | 0 | — | — | — | 3 | — | 3 | 3 | — | — | 3 | — |
| Markair..... | 16 | 10 | — | — | 10 | 6 | 4 | 2 | — | — | — | — | — |
| Markair Express..... | 4 | — | — | — | — | 4 | 2 | 2 | — | — | — | — | — |
| Mesaba Airlines..... | 14 | — | — | — | — | 14 | — | 14 | — | — | — | — | — |
| MGM Grand Air..... | 9 | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — |
| Miami Air Int'l..... | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | — |
| Mid Pacific Air..... | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| Midway Airlines..... | 45 | 45 | — | — | 45 | — | — | — | — | — | — | — | — |
| Midwest Express Airlines..... | 13 | 13 | — | — | 13 | — | — | — | — | — | — | — | — |
| Million Air..... | 3 | 3 | 3 | — | — | — | — | — | — | — | — | — | — |
| Nashville Eagle dba American Eagle..... | 24 | — | — | — | — | 24 | — | 24 | — | — | — | — | — |
| North American Airlines..... | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Northern Air Cargo..... | 12 | — | — | — | — | — | — | — | 12 | 12 | — | — | — |
| Northwest Airlines..... | 339 | 339 | 50 | 88 | 201 | — | — | — | — | — | — | — | — |
| Pan Am Express..... | 19 | — | — | — | — | 19 | 8 | 11 | — | — | — | — | — |
| Pan American World Airways..... | 102 | 102 | 15 | 54 | 33 | — | — | — | — | — | — | — | — |
| Paradise Island Airlines..... | 4 | — | — | — | — | 4 | 4 | — | — | — | — | — | — |
| Pennsylvania Commuter Airlines dba USAir Express..... | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Private Jet Expeditions..... | 6 | 6 | — | 6 | — | — | — | — | — | — | — | — | — |
| Reeve Aleutian Airways..... | 7 | 2 | — | 2 | — | 5 | 3 | 2 | — | — | — | — | — |
| Renown Aviation..... | 12 | — | — | — | — | 4 | — | 4 | 8 | — | — | 8 | — |
| Rhoades Aviation..... | 8 | — | — | — | — | — | — | — | 8 | — | — | 8 | — |
| Rich Int'l..... | 5 | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — |
| Rosenbalm Aviation..... | 28 | 28 | 28 | — | — | — | — | — | — | — | — | — | — |
| Ross Aviation..... | 1 | — | — | — | — | 1 | 1 | — | — | — | — | — | — |
| Ryan Int'l Airlines..... | 36 | 36 | — | 29 | 7 | — | — | — | — | — | — | — | — |
| Salair..... | 7 | — | — | — | — | — | — | — | 7 | — | — | 7 | — |
| Scenic Airlines..... | 9 | 9 | — | 9 | — | — | — | — | — | — | — | — | — |
| Sierra Pacific Airlines..... | 12 | 7 | — | — | 7 | 5 | — | 5 | — | — | — | — | — |
| Simmons Airlines..... | 50 | — | — | — | — | 50 | — | 50 | — | — | — | — | — |
| Southern Air Transport..... | 26 | 10 | 10 | — | — | 16 | 16 | — | — | — | — | — | — |
| Southwest Airlines..... | 123 | 123 | — | — | 123 | — | — | — | — | — | — | — | — |
| Tem Enterprises dba Casino Express..... | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Tower Air..... | 5 | 5 | 5 | — | — | — | — | — | — | — | — | — | — |
| Trans Air Link..... | 4 | — | — | — | — | — | — | — | 4 | 4 | — | — | — |
| Trans Continental Airlines..... | 10 | 3 | 3 | — | — | — | — | — | 7 | 4 | — | 3 | — |
| Trans Florida Airlines..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Trans States Airlines dba Trans World Express..... | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Trans World Airlines..... | 195 | 195 | 15 | 96 | 84 | — | — | — | — | — | — | — | — |
| Trump Shuttle..... | 22 | 22 | — | 22 | 0 | — | — | — | — | — | — | — | — |
| United Air Lines..... | 496 | 496 | 55 | 177 | 264 | — | — | — | — | — | — | — | — |
| United Parcel Service..... | 129 | 129 | 59 | 46 | 24 | — | — | — | — | — | — | — | — |
| Universal Airlines..... | 4 | — | — | — | — | — | — | — | 4 | 4 | — | — | — |
| USAir..... | 434 | 434 | — | 17 | 417 | — | — | — | — | — | — | — | — |
| Viking Int'l Airlines..... | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Westair Commuter Airlines dba United Express..... | 7 | 5 | 5 | — | — | 2 | — | 2 | — | — | — | — | — |
| Westates Airlines..... | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| World Airways..... | 7 | 7 | — | 7 | — | — | — | — | — | — | — | — | — |
| Zantop Int'l Airlines..... | 32 | 0 | — | — | — | 32 | 21 | 11 | — | — | — | — | — |

TABLE 2.5
TOTAL SMALL AIRCRAFT REPORTED IN OPERATION
BY COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS
BY CARRIER, AND BY ENGINE TYPE
1991

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|--------------------|----------|--------|--------|----------|--------------|--------|--------------|------------|--------|----------|------------|----------|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Total | 1,359 | 2 | — | — | 2 | 1,143 | — | 1,143 | 208 | — | 5 | 203 | 6 |
| Air Midwest..... | 24 | — | — | — | — | 24 | — | 24 | — | — | — | — | — |
| Air Cape dba Nantucket Airlines..... | 5 | — | — | — | — | — | — | — | 5 | — | — | 5 | — |
| Air L. A..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Air Molokai, Inc..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Air Nevada Airlines..... | 9 | — | — | — | — | — | — | — | 9 | — | — | 9 | — |
| Air Sunshine..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Air Vegas..... | 19 | — | — | — | — | — | — | — | 19 | — | — | 19 | — |
| Airvantage Inc..... | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Airways Int'l..... | 23 | — | — | — | — | — | — | — | 23 | — | — | 23 | — |
| Allegheny Commuter Airlines..... | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Aloha Islandair..... | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Alpha Air..... | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Alpine Air..... | 3 | — | — | — | — | 1 | — | 1 | 2 | — | — | 2 | — |
| Arctic Circle Air Service..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Atlantic Southeast Airlines..... | 60 | — | — | — | — | 60 | — | 60 | — | — | — | — | — |
| Aviation Associates dba Sunaire..... | 12 | — | — | — | — | 12 | — | 12 | — | — | — | — | — |
| Baker Aviation..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Bemidji Airlines..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Bering Air..... | 10 | — | — | — | — | 1 | — | 1 | 9 | — | — | 9 | — |
| Berry Aviation..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Big Sky Transportation..... | 8 | — | — | — | — | 2 | — | 2 | 6 | — | — | 6 | — |
| Britt Airways /Rocky Mountain dba Continental Express..... | 48 | — | — | — | — | 48 | — | 48 | — | — | — | — | — |
| Business Air..... | 8 | — | — | — | — | — | — | — | 8 | — | — | 8 | — |
| Business Express..... | 46 | — | — | — | — | 46 | — | 46 | — | — | — | — | — |
| Cape Smythe Air Service..... | 9 | — | — | — | — | 4 | — | 4 | 5 | — | — | 5 | — |
| Champlain Enterprises dba Commutair..... | 17 | — | — | — | — | 17 | — | 17 | — | — | — | — | — |
| Chartair..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Chautauqua Airlines dba USAir Express..... | 15 | — | — | — | — | 15 | — | 15 | — | — | — | — | — |
| Christman Trucking dba Christman Air Systems..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Comair Airlines..... | 69 | — | — | — | — | 69 | — | 69 | — | — | — | — | — |
| Conquest Airlines..... | 7 | — | — | — | — | 6 | — | 6 | 1 | — | — | 1 | — |
| Crown Airways dba USAir Express..... | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| DHL Airways..... | 11 | — | — | — | — | 10 | — | 10 | — | — | — | — | 1 |
| Direct Air..... | 4 | — | — | — | — | 3 | — | 3 | 1 | — | — | 1 | — |
| Empire Airlines..... | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| ERA Aviation dba ERA Helicopters..... | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Evergreen Helicopters Int'l..... | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Exec Express II..... | 12 | — | — | — | — | 10 | — | 10 | 2 | — | — | 2 | — |
| Executive Airlines..... | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Express Air..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Express Airlines I dba Northwest Airlink..... | 60 | — | — | — | — | 60 | — | 60 | — | — | — | — | — |
| Fairways..... | 2 | 1 | — | — | 1 | 1 | — | 1 | — | — | — | — | — |
| Far West Airlines..... | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Flamenco Airways..... | 10 | — | — | — | — | — | — | — | 10 | — | 1 | 9 | — |
| Flying Boat Inc. dba Chalks Int'l. Airlines..... | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Frontier Flying Service..... | 8 | — | — | — | — | 3 | — | 3 | 5 | — | — | 5 | — |

TABLE 2.5—Continued
TOTAL SMALL AIRCRAFT REPORTED IN OPERATION
BY COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS
BY CARRIER, AND BY ENGINE TYPE
1991

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|--------------------|----------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|--------|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| GP Express..... | 11 | — | — | — | — | 8 | — | 8 | 3 | — | — | 3 | — |
| Grand Airways..... | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Grand Canyon Airlines..... | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Great Lakes Aviation..... | 20 | — | — | — | — | 20 | — | 20 | — | — | — | — | — |
| Harbor Airlines..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Horizon Air dba Manhattan Express Airlines..... | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Horizon Air Industries dba Horizon Air..... | 32 | — | — | — | — | 32 | — | 32 | — | — | — | — | — |
| Jet Express dba Trans World Express..... | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Jetstream Int'l Airlines..... | 28 | — | — | — | — | 28 | — | 28 | — | — | — | — | — |
| JIB inc..... | 5 | — | — | — | — | — | — | — | 5 | — | — | 5 | — |
| L A P S A, Inc..... | 2 | — | — | — | — | 1 | — | 1 | 1 | — | — | 1 | — |
| L'Express..... | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| Lake Union Air Service..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Larry's Flying Service..... | 9 | — | — | — | — | 1 | — | 1 | 8 | — | — | 8 | — |
| Las Vegas Airlines..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Markair Express..... | 12 | — | — | — | — | 12 | — | 12 | — | — | — | — | — |
| Merlin Express..... | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Mesa Airlines..... | 40 | — | — | — | — | 40 | — | 40 | — | — | — | — | — |
| Mesaba Airlines..... | 23 | — | — | — | — | 23 | — | 23 | — | — | — | — | — |
| Metro Express II dba Starlight Express..... | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Metroflight dba American Eagle..... | 41 | — | — | — | — | 41 | — | 41 | — | — | — | — | — |
| Midway Airlines 1987 dba Midway Commuter..... | 17 | — | — | — | — | 17 | — | 17 | — | — | — | — | — |
| Midwest Aviation Div. of Southwest Airlines..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Montauk Caribbean Airways dba Long Island Airlines..... | 9 | 1 | — | — | 1 | 2 | — | 2 | 6 | — | — | 6 | — |
| Nashville Eagle dba American Eagle..... | 80 | — | — | — | — | 80 | — | 80 | — | — | — | — | — |
| New England Airlines..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| New York Helicopter..... | 4 | — | — | — | — | — | — | — | — | — | — | — | 4 |
| New York Helicopter..... | 5 | — | — | — | — | — | — | — | 5 | — | — | 5 | — |
| Northwest Express Regional Airlines..... | 17 | — | — | — | — | 17 | — | 17 | — | — | — | — | — |
| Olson Air Service..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Pan Am Express..... | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Pennsylvania Commuter Airlines dba USAir Express..... | 13 | — | — | — | — | 13 | — | 13 | — | — | — | — | — |
| Pensinsula Airways..... | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Precision Valley Aviation dba Precision Airlines..... | 14 | — | — | — | — | 14 | — | 14 | — | — | — | — | — |
| R I C, Inc dba Skymaster Air Taxi..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Ross Aviation..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Ryan Air Service..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Safe Air Int'l dba Island Express..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Samoa Air..... | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Scenic Airlines..... | 17 | — | — | — | — | 17 | — | 17 | — | — | — | — | — |
| Skywest Airlines..... | 49 | — | — | — | — | 49 | — | 49 | — | — | — | — | — |
| Southcentral Air..... | 10 | — | — | — | — | 7 | — | 7 | 3 | — | — | 3 | — |
| Stateswest Airlines..... | 16 | — | — | — | — | 16 | — | 16 | — | — | — | — | — |
| Summit Aviation..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Sunbird Air Services..... | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Temsco Helicopters dba Temsco Airlines..... | 1 | — | — | — | — | — | — | — | 1 | — | 1 | — | — |

TABLE 2.5—Continued
TOTAL SMALL AIRCRAFT REPOTED IN OPERATION
BY COMMUTER AIR CARRIERS AND ON—DEMAND AIR TAXIS
BY CARRIER, AND BY ENGINE TYPE
1991

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|--------------------|----------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|--------|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Texas National Airlines..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Trans Executive Airlines of Hawaii dba Transair..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Trans States Airlines dba Trans World Express..... | 37 | — | — | — | — | 37 | — | 37 | — | — | — | — | — |
| Twin Town Leasing..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| United Jet Center..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Viesques Air Link..... | 7 | — | — | — | — | — | — | — | 7 | — | 3 | 4 | — |
| Virgin Air dba Air St Thomas..... | 7 | — | — | — | — | — | — | — | 7 | — | — | 7 | — |
| Walkers Aviation..... | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Warbelow Air Ventures..... | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Westair Commuter Airlines dba United Express..... | 86 | — | — | — | — | 86 | — | 86 | — | — | — | — | — |
| Wilburs Flight Operations..... | 4 | — | — | — | — | 1 | — | 1 | 3 | — | — | 3 | — |
| Wings West dba American Eagle... | 49 | — | — | — | — | 49 | — | 49 | — | — | — | — | — |
| Wright Air Service..... | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Yute Air Alaska..... | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |

CHAPTER III
U.S. GENERAL AVIATION AIRCRAFT

TABLE 3.1
U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY ENGINE TYPE
DECEMBER 31, 1982-1991

| Engine Type and Number of Seats | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| TOTAL | 254,745 | 260,386 | 266,886 | 269,096 | 271,611 | 269,712 | 266,910 | 268,931 | 269,201 | 268,514 |
| Fixed-Wing—Total | 238,054 | 242,794 | 248,335 | 249,911 | 251,938 | 248,610 | 246,776 | 246,014 | 247,902 | 246,836 |
| Piston-powered—Total | 228,794 | 232,945 | 237,665 | 238,882 | 239,965 | 238,637 | 236,453 | 236,737 | 236,421 | 235,509 |
| Single-engine..... | 200,255 | 204,091 | 208,439 | 209,698 | 210,929 | 210,350 | 208,973 | 209,868 | 210,085 | 209,012 |
| 1-3 place..... | 82,154 | 84,325 | 86,499 | 87,194 | 87,988 | 88,056 | 87,852 | 88,707 | 89,422 | 89,560 |
| 4+ place..... | 118,101 | 119,766 | 121,940 | 122,504 | 122,941 | 122,294 | 121,121 | 121,161 | 120,663 | 119,452 |
| Two-engine..... | 28,193 | 28,519 | 28,850 | 28,809 | 28,676 | 27,940 | 27,154 | 26,511 | 26,161 | 26,259 |
| 1-6 place..... | 18,370 | 18,613 | 18,823 | 18,815 | 18,705 | 18,458 | 18,071 | 17,997 | 17,809 | 17,640 |
| 7+ place..... | 9,823 | 9,906 | 10,027 | 9,994 | 9,971 | 9,482 | 9,083 | 8,514 | 8,352 | 8,619 |
| Three + - engine..... | 46 | 335 | 376 | 375 | 360 | 347 | 326 | 358 | 175 | 238 |
| Turboprop—Total | 5,141 | 5,474 | 5,898 | 6,017 | 6,314 | 5,883 | 5,615 | 6,146 | 6,191 | 6,111 |
| Single-engine..... | 119 | 126 | 126 | 186 | 213 | 192 | 230 | 320 | 381 | 587 |
| Two-engine..... | 4,945 | 5,286 | 5,692 | 5,744 | 6,018 | 5,608 | 5,312 | 5,726 | 5,714 | 5,310 |
| 1-12 place..... | 4,293 | 4,819 | 4,827 | 4,830 | 5,092 | 4,794 | 4,598 | 4,944 | 4,943 | 4,423 |
| 13+ place..... | 652 | 467 | 865 | 914 | 926 | 812 | 714 | 792 | 771 | 887 |
| Three + - engine..... | 77 | 62 | 80 | 87 | 83 | 83 | 73 | 90 | 96 | 114 |
| Turbojet—Total | 4,119 | 4,375 | 4,772 | 5,012 | 5,659 | 5,090 | 4,708 | 5,221 | 5,290 | 5,216 |
| Single-engine..... | 156 | 165 | 181 | 185 | 190 | 202 | 182 | 226 | 262 | 285 |
| Two-engine..... | 3,380 | 3,605 | 3,948 | 4,205 | 4,682 | 4,224 | 4,155 | 4,408 | 4,550 | 4,503 |
| 1-12 Place..... | 2,485 | 2,943 | 2,743 | 2,920 | 3,337 | 3,308 | 3,204 | 3,262 | 3,319 | 3,343 |
| 13+ place..... | 895 | 662 | 1,205 | 1,285 | 1,345 | 916 | 951 | 1,146 | 1,231 | 1,160 |
| Three + - engine..... | 583 | 605 | 643 | 622 | 787 | 664 | 371 | 587 | 478 | 428 |
| Rotorcraft—Total | 9,706 | 10,025 | 10,287 | 10,364 | 10,305 | 10,361 | 10,145 | 10,437 | 10,620 | 10,811 |
| Piston-powered..... | 5,277 | 5,414 | 5,515 | 5,574 | 5,610 | 5,603 | 5,325 | 5,764 | 5,910 | 5,967 |
| Turbine..... | 4,429 | 4,611 | 4,772 | 4,790 | 4,695 | 4,758 | 4,520 | 4,673 | 4,710 | 4,844 |
| Other—Total | 6,985 | 7,567 | 8,264 | 8,821 | 9,368 | 9,741 | 9,989 | 10,390 | 10,679 | 10,867 |

TABLE 3.2
U.S. REGISTERED GENERAL AVIATION AIRCRAFT
PER 1,000 SQUARE MILES AND PER 10,000 POPULATION
BY FAA REGION AND STATE
DECEMBER 31, 1991

| FAA Region and State | Total Registered Aircraft | State Area Sq. Miles | Aircraft Per 1,000 Sq Miles | Estimated July Population (000) | Aircraft Per 10,000 Population |
|---------------------------------|---------------------------------|-------------------------|-----------------------------------|--|--------------------------------------|
| Total | 268,514 | N/A | N/A | N/A | N/A |
| United States Total* | 267,191 | 3,615,125 | 73.9 | 252,181 | 10.6 |
| Alaskan Region—Total | 8,998 | 586,412 | 15.3 | 570 | 157.9 |
| Alaska | 8,998 | 586,412 | 15.3 | 570 | 157.9 |
| Central—Total | 15,582 | 285,467 | 54.6 | 12,041 | 12.9 |
| Iowa | 3,393 | 56,290 | 60.3 | 2,795 | 12.1 |
| Kansas | 4,363 | 82,264 | 53.0 | 2,495 | 17.5 |
| Missouri | 5,475 | 69,686 | 78.6 | 5,158 | 10.6 |
| Nebraska | 2,351 | 77,227 | 30.4 | 1,593 | 14.8 |
| Eastern—Total | 32,627 | 180,445 | 180.8 | 52,004 | 6.3 |
| Delaware | 3,005 | 2,057 | 1,460.9 | 680 | 44.2 |
| District of Columbia | 474 | 67 | 7,074.6 | 598 | 7.9 |
| Maryland | 3,207 | 10,577 | 303.2 | 4,860 | 6.6 |
| New Jersey | 4,632 | 7,837 | 591.0 | 7,760 | 6.0 |
| New York | 8,285 | 49,576 | 167.1 | 18,058 | 4.6 |
| Pennsylvania | 7,736 | 45,333 | 170.6 | 11,961 | 6.5 |
| Virginia | 4,050 | 40,817 | 99.2 | 6,286 | 6.4 |
| West Virginia | 1,238 | 24,181 | 51.2 | 1,801 | 6.9 |
| Great Lakes—Total | 46,467 | 480,063 | 96.8 | 48,185 | 9.6 |
| Illinois | 9,040 | 56,400 | 160.3 | 11,543 | 7.8 |
| Indiana | 4,674 | 36,291 | 128.8 | 5,610 | 8.3 |
| Michigan | 8,595 | 58,216 | 147.6 | 9,368 | 9.2 |
| Minnesota | 6,179 | 84,068 | 73.5 | 4,432 | 13.9 |
| North Dakota | 1,918 | 70,665 | 27.1 | 635 | 30.2 |
| Ohio | 9,095 | 41,222 | 220.6 | 10,939 | 8.3 |
| South Dakota | 1,664 | 77,047 | 21.6 | 703 | 23.7 |
| Wisconsin | 5,302 | 56,154 | 94.4 | 4,955 | 10.7 |
| New England—Total | 10,941 | 66,608 | 164.3 | 13,198 | 8.3 |
| Connecticut | 2,468 | 5,009 | 492.7 | 3,291 | 7.5 |
| Maine | 1,568 | 33,215 | 47.2 | 1,235 | 12.7 |
| Massachusetts | 3,727 | 8,257 | 451.4 | 5,996 | 6.2 |
| New Hampshire | 1,975 | 9,304 | 212.3 | 1,105 | 17.9 |
| Rhode Island | 471 | 1,214 | 388.0 | 1,004 | 4.7 |
| Vermont | 732 | 9,609 | 76.2 | 567 | 12.9 |
| Northwest Mountain—Total | 28,556 | 682,945 | 41.8 | 15,394 | 18.6 |
| Colorado | 5,382 | 104,247 | 51.6 | 3,377 | 15.9 |
| Idaho | 2,571 | 83,557 | 30.8 | 1,039 | 24.7 |
| Montana | 2,667 | 147,138 | 18.1 | 808 | 33.0 |
| Oregon | 6,684 | 96,981 | 68.9 | 2,922 | 22.9 |
| Utah | 1,836 | 84,916 | 21.6 | 1,770 | 10.4 |
| Washington | 8,254 | 68,192 | 121.0 | 5,018 | 16.4 |
| Wyoming | 1,162 | 97,914 | 11.9 | 460 | 25.3 |
| Southern—Total | 43,868 | 383,042 | 114.5 | 45,544 | 9.6 |
| Alabama | 4,152 | 51,609 | 80.5 | 4,089 | 10.2 |
| Florida | 16,686 | 58,560 | 284.9 | 13,277 | 12.6 |
| Georgia | 5,965 | 58,876 | 101.3 | 6,623 | 9.0 |
| Kentucky | 2,052 | 40,396 | 50.8 | 3,713 | 5.5 |
| Mississippi | 2,244 | 47,716 | 47.0 | 2,592 | 8.7 |
| North Carolina | 6,033 | 52,586 | 114.7 | 6,737 | 9.0 |
| South Carolina | 2,477 | 31,055 | 79.8 | 3,560 | 7.0 |
| Tennessee | 4,259 | 42,244 | 100.8 | 4,953 | 8.6 |

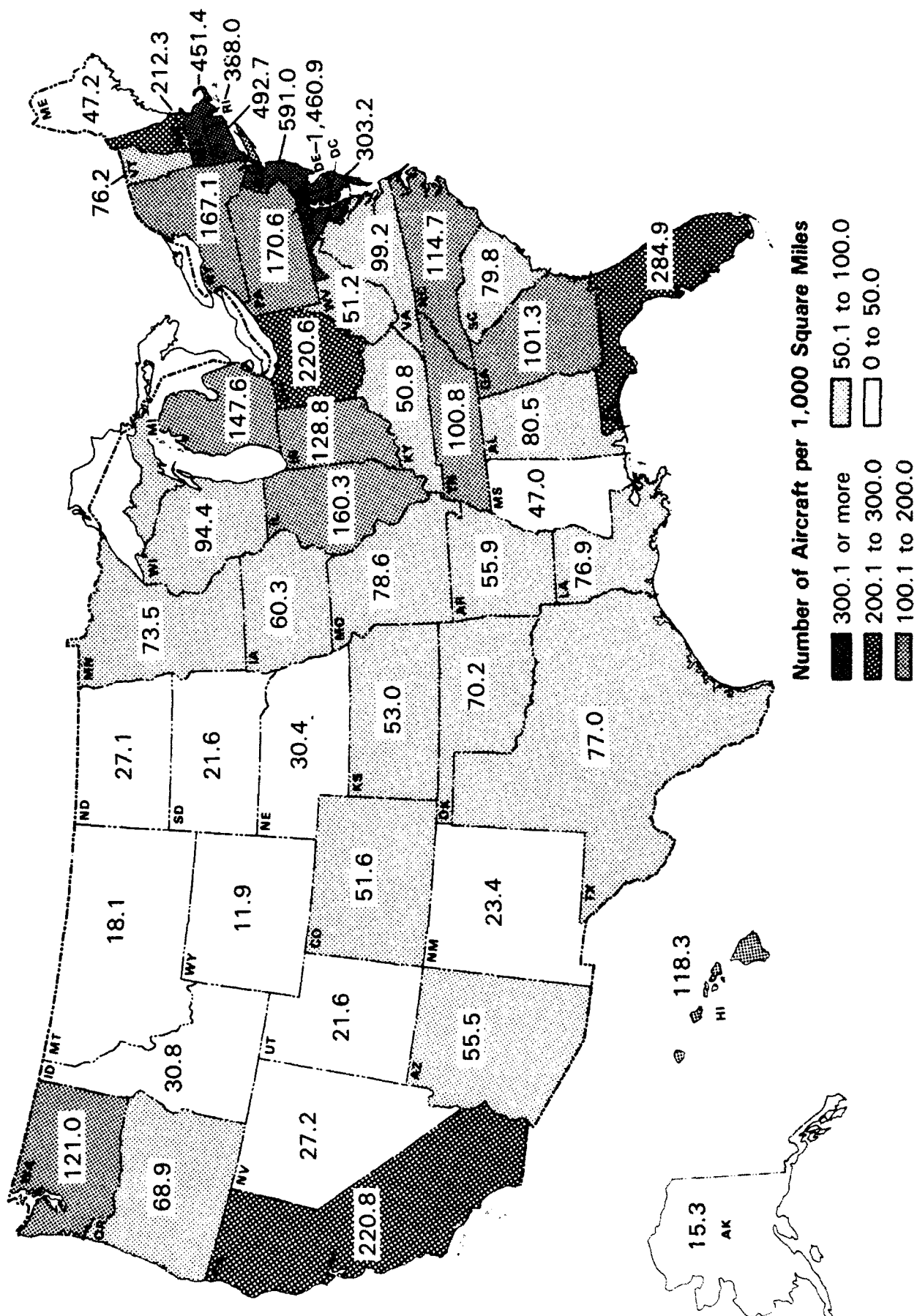
TABLE 3.2—Continued
U.S. REGISTERED GENERAL AVIATION AIRCRAFT
PER 1,000 SQUARE MILES AND PER 10,000 POPULATION
BY FAA REGION AND STATE
DECEMBER 31, 1991

| FAA Region and State | Total Registered Aircraft | State Area Sq. Miles | Aircraft Per 1,000 Sq Miles | Estimated July Population (000) | Aircraft Per 10,000 Population |
|------------------------------------|---------------------------------|-------------------------|-----------------------------------|--|--------------------------------------|
| Southwest—Total..... | 35,022 | 560,550 | 62.5 | 28,696 | 12.2 |
| Arkansas..... | 2,967 | 53,104 | 55.9 | 2,372 | 12.5 |
| Louisiana..... | 3,729 | 48,523 | 76.9 | 4,252 | 8.8 |
| New Mexico..... | 2,845 | 121,666 | 23.4 | 1,548 | 18.4 |
| Oklahoma..... | 4,907 | 69,919 | 70.2 | 3,175 | 15.5 |
| Texas..... | 20,574 | 267,338 | 77.0 | 17,349 | 11.9 |
| Western Pacific —Total..... | 45,130 | 389,592 | 115.8 | 38,549 | 12.3 |
| Arizona..... | 6,317 | 113,909 | 55.5 | 3,750 | 16.8 |
| California..... | 35,047 | 158,693 | 220.8 | 30,380 | 11.5 |
| Hawaii..... | 763 | 6,450 | 118.3 | 1,135 | 6.7 |
| Nevada..... | 3,003 | 110,540 | 27.2 | 1,284 | 23.4 |
| Outside U.S.—Total..... | 1,323 | N/A | N/A | N/A | N/A |
| Puerto Rico..... | 580 | — | — | — | — |
| Virgin Islands..... | 169 | — | — | — | — |
| U.S. Territories..... | 82 | — | — | — | — |
| Foreign..... | 492 | — | — | — | — |

Source: Data for estimated population by state obtained from Bureau of Census. Includes Armed Forces residing in each state.
N/A—Not applicable

AVERAGE REGISTERED GENERAL AVIATION AIRCRAFT PER 1,000 SQUARE MILES BY STATE

(U.S. AVERAGE = 73.9)
December 31, 1991



AVERAGE REGISTERED GENERAL AVIATION AIRCRAFT PER 10,000 POPULATION BY STATE

AVERAGE REGISTERED GENERAL AVIATION AIRCRAFT PER 10,000 POPULATION BY STATE

(U.S. AVERAGE = 10.6)
December 31, 1991

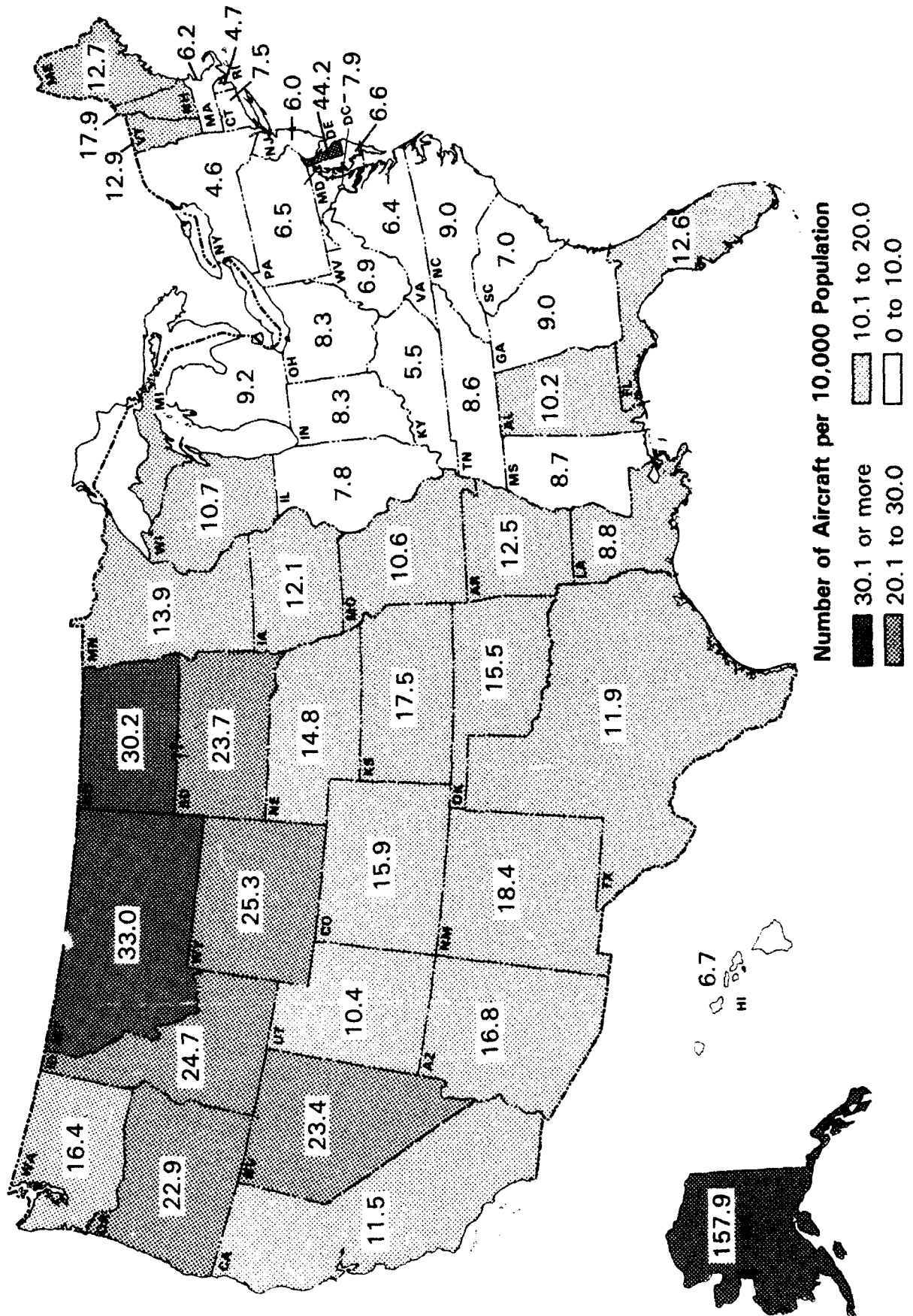


TABLE 3.3
AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION
AIRCRAFT BY STATE
DECEMBER 31, 1991

| FAA Region and State | Total Registered Aircraft | Active Pilots | Pilots Per Aircraft |
|--------------------------------------|---------------------------------|----------------|------------------------|
| TOTAL..... | 268,514 | 692,095 | N/A |
| United States Total* | 267,191 | 682,745 | 2.5 |
| Alaskan Region—Total..... | 8,998 | 9,678 | 1.1 |
| Alaska..... | 8,998 | 9,678 | 1.1 |
| Central—Total..... | 15,582 | 33,567 | 2.2 |
| Iowa..... | 3,393 | 6,904 | 2.0 |
| Kansas..... | 4,363 | 9,177 | 2.1 |
| Missouri..... | 5,475 | 12,585 | 2.3 |
| Nebraska..... | 2,351 | 4,901 | 2.1 |
| Eastern—Total..... | 32,627 | 89,351 | 2.7 |
| Delaware..... | 3,005 | 1,715 | 0.6 |
| District of Columbia..... | 474 | 544 | 1.1 |
| Maryland..... | 3,207 | 9,999 | 3.1 |
| New Jersey..... | 4,632 | 14,037 | 3.0 |
| New York..... | 8,285 | 22,538 | 2.7 |
| Pennsylvania..... | 7,736 | 21,265 | 2.7 |
| Virginia..... | 4,050 | 15,595 | 3.9 |
| West Virginia..... | 1,238 | 2,516 | 2.0 |
| Great Lakes—Total..... | 46,467 | 113,130 | 2.4 |
| Illinois..... | 9,040 | 25,653 | 2.8 |
| Indiana..... | 4,674 | 12,357 | 2.6 |
| Michigan..... | 8,595 | 19,461 | 2.3 |
| Minnesota..... | 6,179 | 16,976 | 2.7 |
| North Dakota..... | 1,918 | 3,321 | 1.7 |
| Ohio..... | 9,095 | 21,154 | 2.3 |
| South Dakota..... | 1,664 | 2,366 | 1.4 |
| Wisconsin..... | 5,302 | 11,842 | 2.2 |
| New England—Total..... | 10,941 | 32,013 | 2.9 |
| Connecticut..... | 2,468 | 8,406 | 3.4 |
| Maine..... | 1,568 | 3,788 | 2.4 |
| Massachusetts..... | 3,727 | 11,813 | 3.2 |
| New Hampshire..... | 1,975 | 4,639 | 2.3 |
| Rhode Island..... | 471 | 1,530 | 3.2 |
| Vermont..... | 732 | 1,837 | 2.5 |
| Northwest Mountain—Total..... | 28,556 | 65,550 | 2.3 |
| Colorado..... | 5,382 | 16,811 | 3.1 |
| Idaho..... | 2,571 | 4,345 | 1.7 |
| Montana..... | 2,667 | 3,713 | 1.4 |
| Oregon..... | 6,684 | 10,271 | 1.5 |
| Utah..... | 1,836 | 6,030 | 3.3 |
| Washington..... | 8,254 | 22,457 | 2.7 |
| Wyoming..... | 1,162 | 1,923 | 1.7 |
| Southern—Total..... | 43,868 | 120,397 | 2.7 |
| Alabama..... | 4,152 | 8,730 | 2.1 |
| Florida..... | 16,686 | 47,630 | 2.9 |
| Georgia..... | 5,965 | 18,370 | 3.1 |
| Kentucky..... | 2,052 | 6,210 | 3.0 |
| Mississippi..... | 2,244 | 4,570 | 2.0 |
| North Carolina..... | 6,033 | 15,288 | 2.5 |
| South Carolina..... | 2,477 | 6,859 | 2.8 |
| Tennessee..... | 4,259 | 12,626 | 3.0 |

TABLE 3.3—Continued
AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION
AIRCRAFT BY STATE
DECEMBER 31, 1991

| FAA Region and State | Total Registered Aircraft | Active Pilots | Pilots Per Aircraft |
|-------------------------------------|---------------------------------|----------------|------------------------|
| Southwest—Total | 35,022 | 79,625 | 2.3 |
| Arkansas..... | 2,967 | 5,895 | 2.0 |
| Louisiana..... | 3,729 | 7,598 | 2.0 |
| New Mexico..... | 2,845 | 4,794 | 1.7 |
| Oklahoma..... | 4,907 | 10,361 | 2.1 |
| Texas..... | 20,574 | 50,977 | 2.5 |
| Western Pacific —Total | 45,130 | 119,434 | 2.6 |
| Arizona..... | 6,317 | 16,364 | 2.6 |
| California..... | 35,047 | 93,416 | 2.7 |
| Hawaii..... | 763 | 3,339 | 4.4 |
| Nevada..... | 3,003 | 5,568 | 1.9 |
| Outside U.S.—Total | 1,323 | 29,350 | N/A |
| Puerto Rico..... | 580 | 1,659 | 2.9 |
| Virgin Islands..... | 169 | 296 | 1.8 |
| U.S Territories..... | 82 | 179 | 2.2 |
| Foreign..... | 492 | 27,216 | N/A |

N/A--Not applicable

Note: Includes the following military personnel holding civilian certificates stationed in foreign countries not shown separately.

Eastern Region 1,142

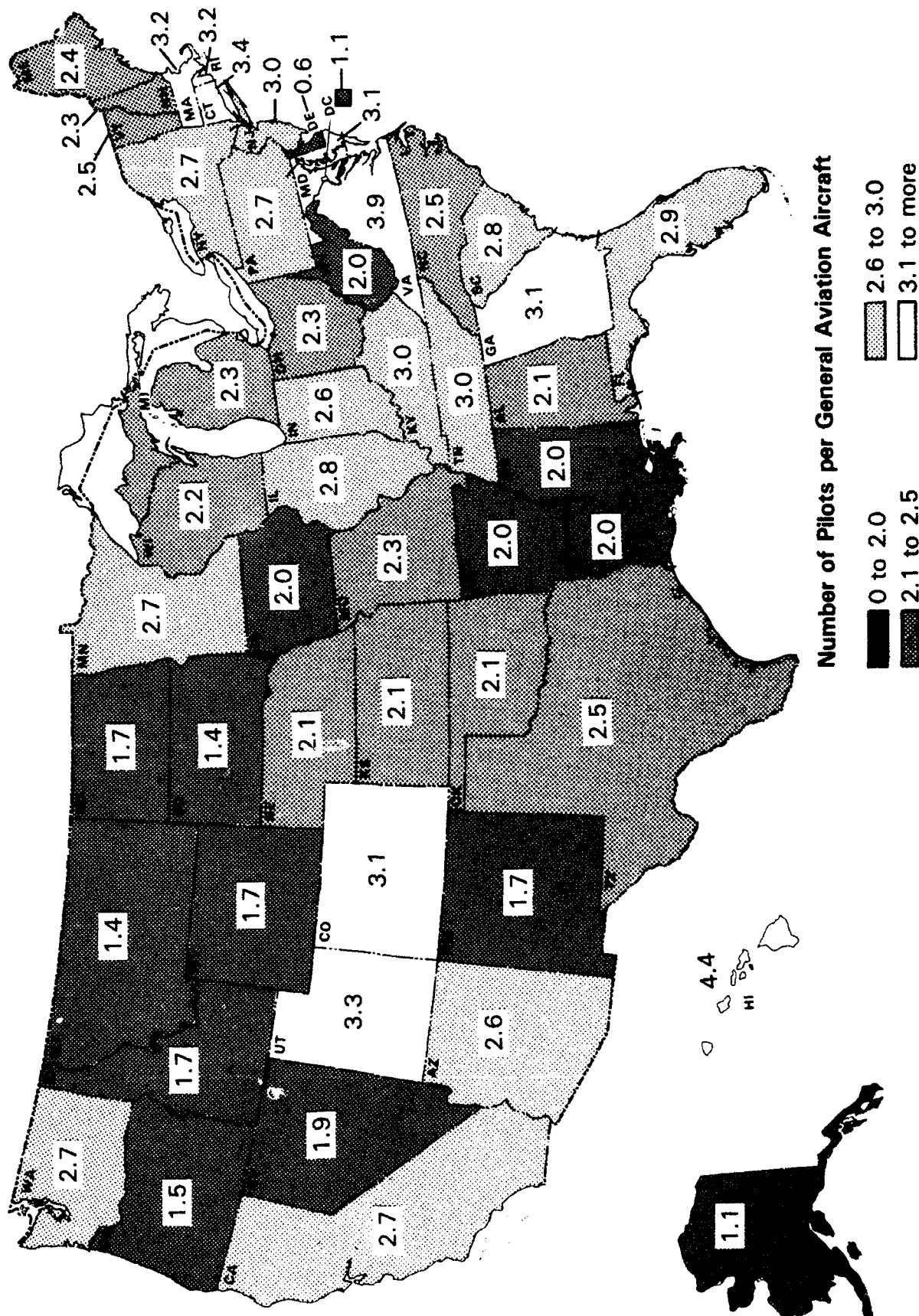
Southern Region 114

Western-Pacific Region 747

AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION AIRCRAFT BY STATE

AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION AIRCRAFT BY STATE

(U.S. AVERAGE = 2.5)
December 31, 1991



ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN

The tables in the rest of this chapter show activity for general aviation aircraft for 1990. (Data for 1991 were not available before this publication went to print.) These data are for the active—flew one or more hours during the year—fleet as opposed to the registered fleet data shown in preceding tables.

General aviation aircraft activity information was obtained using the *General Aviation Activity and Avionics Survey*, which is mailed to the owners of a sample of registered general aviation aircraft. The survey collects data relative to flight hours, airframe hours and the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, fuel consumption rates, and the state where the aircraft is based.

The sample is a scientifically designed random sample which represents all general aviation aircraft registered in the United States.

Because the estimates are derived from a sample—not the total population of aircraft—a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard error is used to approximate it. Using the standard error one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value lies within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard error. The table below shows selected interval widths and their corresponding confidence.

| Width of Interval | Approximate Confidence That Interval Includes True Value |
|------------------------|--|
| 1 standard error..... | 68% |
| 2 standard errors..... | 95% |
| 3 standard errors..... | 99% |

For example, if the estimate for the total number of active piston powered rotorcraft were 2,658 and the standard error was 176, then the 95% confidence interval would be $2,658 + 2(176)$ or (2,306; 3,010). One would say that there is a 95% chance that the number of active piston powered rotorcraft lies between 2,306 and 3,010.

In some tables the standard error is expressed as a percent. To calculate the standard error multiply the estimate by the percentage. To derive the 95% confidence interval proceed as before. For example, if total hours flown were 35,792 thousand hours and the percentage standard error was 3.0%, the 95% confidence interval would be:

$$\begin{aligned} 35,792 + (2 \times 3.0\% \times 35,792) &= \\ 35,792 + 2,148 &= \\ (33,644; 37,940) \end{aligned}$$

The standard error or the percent standard error, is shown for each estimate made for the sample in this chapter.

More detail estimates and a more detailed discussion of the survey and its methodology are available in *General Aviation Activity and Avionics Survey Report*.

TABLE 3.4
ACTIVE GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE: 1990
(Percent standard error is shown in parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instruc- tional | Aerial Applica- tion | Aerial Observa- tion | Other Work | Comm- uter Air Carrier | Air Taxi | Other |
|--------------------------------|----------------|---------------|---------------|----------------|--------------------|----------------------------|----------------------------|---------------|------------------------------|--------------|--------------|
| Fixed-Wing—Total..... | 197,782 | 9,975 | 35,027 | 113,824 | 18,643 | 5,627 | 4,051 | 1,057 | 1,109 | 4,873 | 3,595 |
| | (0.5%) | (3.9%) | (2.8%) | (1.1%) | (4.2%) | (3.8%) | (9.8%) | (16.9%) | (12.9%) | (7.4%) | (9.2%) |
| Piston—Total..... | 187,773 | 3,933 | 33,863 | 113,429 | 18,603 | 5,402 | 4,011 | 1,041 | 643 | 553 | 2,995 |
| | (0.6%) | (8.8%) | (2.9%) | (1.1%) | (4.2%) | (3.9%) | (9.9%) | (17.2%) | (19.4%) | (8.9%) | (10.6%) |
| One Engine..... | 165,073 | 1,412 | 25,615 | 106,868 | 17,686 | 5,152 | 3,779 | 951 | 303 | 928 | 2,380 |
| | (0.6%) | (16.1%) | (3.4%) | (1.1%) | (4.4%) | (3.8%) | (10.4%) | (18.2%) | (27.0%) | (20.3%) | (12.3%) |
| Two Engine..... | 22,606 | 2,521 | 8,248 | 6,559 | 915 | 234 | 228 | 90 | 284 | 2,925 | 603 |
| | (1.3%) | (10.4%) | (5.1%) | (5.9%) | (17.1%) | (35.9%) | (32.8%) | (51.1%) | (32.8%) | (9.8%) | (19.5%) |
| Other Piston..... | 94 | 0 | 0 | 3 | 3 | 16 | 4 | 0 | 56 | 0 | 12 |
| | (30.0%) | (0.0%) | (0.0%) | (88.7%) | (88.7%) | (22.2%) | (229.6%) | (0.0%) | (29.5%) | (0.0%) | (116.0%) |
| Turboprop—Total..... | 5,634 | 2,838 | 825 | 280 | 36 | 225 | 23 | 16 | 466 | 647 | 279 |
| | (1.8%) | (5.0%) | (13.6%) | (25.8%) | (69.0%) | (14.2%) | (84.1%) | (70.3%) | (15.1%) | (13.8%) | (23.2%) |
| Two Engine..... | 5,239 | 2,833 | 812 | 242 | 36 | 49 | 22 | 13 | 439 | 554 | 240 |
| | (1.8%) | (5.0%) | (13.8%) | (29.0%) | (69.0%) | (63.8%) | (88.5%) | (78.8%) | (15.8%) | (16.1%) | (26.3%) |
| Other Turboprop..... | 395 | 5 | 12 | 38 | 0 | 176 | 1 | 3 | 28 | 93 | 39 |
| | (7.0%) | (64.2%) | (70.7%) | (37.2%) | (0.0%) | (3.9%) | (232.3%) | (147.7%) | (45.1%) | (6.5%) | (36.5%) |
| Turbojet—Total..... | 4,374 | 3,204 | 340 | 115 | 4 | 0 | 17 | 0 | 0 | 374 | 321 |
| | (2.0%) | (3.3%) | (19.8%) | (37.0%) | (140.4%) | (0.0%) | (103.3%) | (0.0%) | (0.0%) | (19.4%) | (19.6%) |
| Two Engine..... | 3,950 | 2,938 | 329 | 113 | 1 | 0 | 17 | 0 | 0 | 343 | 209 |
| | (2.0%) | (3.5%) | (20.3%) | (37.8%) | (372.1%) | (0.0%) | (103.3%) | (0.0%) | (0.0%) | (20.3%) | (26.8%) |
| Other Turbojet..... | 425 | 266 | 11 | 3 | 3 | 0 | 0 | 0 | 0 | 31 | 112 |
| | (8.2%) | (10.6%) | (78.8%) | (81.5%) | (81.5%) | (0.0%) | (0.0%) | (0.0%) | (0.0%) | (67.9%) | (25.7%) |
| Rotorcraft—Total..... | 7,397 | 863 | 393 | 1,369 | 877 | 1,065 | 995 | 224 | 126 | 1,132 | 355 |
| | (3.0%) | (17.4%) | (26.4%) | (10.2%) | (13.9%) | (12.6%) | (17.7%) | (29.0%) | (28.8%) | (15.1%) | (26.2%) |
| Piston..... | 3,459 | 45 | 133 | 1,174 | 798 | 723 | 412 | 65 | 2 | 0 | 108 |
| | (5.3%) | (78.3%) | (32.5%) | (9.5%) | (13.8%) | (14.7%) | (26.0%) | (61.4%) | (165.3%) | (0.0%) | (56.6%) |
| Turbine..... | 3,938 | 818 | 260 | 195 | 79 | 342 | 583 | 159 | 124 | 1,132 | 247 |
| | (3.1%) | (17.9%) | (36.2%) | (43.6%) | (66.9%) | (24.1%) | (24.0%) | (32.2%) | (29.2%) | (15.1%) | (28.4%) |
| Other—Total..... | 7,032 | 45 | 55 | 5,459 | 367 | 0 | 256 | 245 | 7 | 190 | 408 |
| | (3.0%) | (87.5%) | (54.2%) | (2.7%) | (17.8%) | (0.0%) | (25.9%) | (25.9%) | (179.5%) | (39.7%) | (20.0%) |
| Total All Aircraft..... | 212,211 | 10,883 | 35,474 | 120,653 | 19,887 | 6,692 | 5,302 | 1,525 | 1,242 | 6,196 | 4,357 |
| | (0.5%) | (3.9%) | (2.8%) | (1.0%) | (4.0%) | (3.8%) | (8.3%) | (13.2%) | (12.0%) | (6.6%) | (8.1%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.5
ACTIVE GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE 1981 - 1990
(Percent Standard error is shown in parenthesis)

| Aircraft Type | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Fixed-Wing—Total | 197,782 | 204,541 | 197,003 | 204,067 | 206,090 | 197,974 | 207,571 | 200,831 | 198,377 | 201,201 |
| | (0.5%) | (0.5%) | (0.6%) | (0.5%) | (0.5%) | (0.6%) | (0.5%) | (0.7%) | (0.6%) | (0.5%) |
| Piston—Total | 187,773 | 193,815 | 187,556 | 194,455 | 195,846 | 188,191 | 197,442 | 191,480 | 189,195 | 193,370 |
| | (0.6%) | (0.5%) | (0.6%) | (0.5%) | (0.6%) | (0.6%) | (0.5%) | (0.7%) | (0.6%) | (0.5%) |
| One Engine..... | 165,073 | 170,370 | 164,760 | 171,035 | 171,777 | 164,385 | 171,922 | 166,247 | 164,173 | 167,898 |
| | (0.6%) | (0.6%) | (0.6%) | (0.6%) | (0.6%) | (0.7%) | (0.5%) | (0.8%) | (0.7%) | (0.6%) |
| Two Engine..... | 22,606 | 23,359 | 22,698 | 23,307 | 23,721 | 23,659 | 25,258 | 24,910 | 24,882 | 25,356 |
| | (1.3%) | (1.2%) | (1.4%) | (1.3%) | (1.6%) | (1.5%) | (1.2%) | (1.4%) | (1.4%) | (1.2%) |
| Other Piston..... | 94 | 86 | 99 | 112 | 148 | 148 | 262 | 143 | 140 | 114 |
| | (30.0%) | (33.8%) | (21.7%) | (25.0%) | (24.3%) | (20.9%) | (13.4%) | (9.8%) | (17.1%) | (25.4%) |
| Turboprop—Total | 5,634 | 6,324 | 5,259 | 5,274 | 5,964 | 5,407 | 5,809 | 5,453 | 5,186 | 4,660 |
| | (1.8%) | (1.5%) | (1.7%) | (1.9%) | (1.9%) | (2.1%) | (1.0%) | (1.7%) | (1.2%) | (1.1%) |
| Two Engine..... | 5,239 | 6,093 | 5,057 | 5,060 | 5,779 | 5,240 | 5,833 | 5,311 | 5,037 | 4,525 |
| | (1.8%) | (1.5%) | (1.8%) | (1.9%) | (1.9%) | (2.1%) | (1.0%) | (1.6%) | (1.1%) | (1.1%) |
| Other Turboprop..... | 395 | 230 | 202 | 214 | 185 | 167 | 176 | 142 | 149 | 134 |
| | (7.0%) | (14.2%) | (7.1%) | (8.9%) | (16.2%) | (7.8%) | (8.5%) | (26.8%) | (18.8%) | (3.7%) |
| Turbojet—Total | 4,374 | 4,402 | 4,187 | 4,338 | 4,480 | 4,375 | 4,320 | 3,898 | 3,996 | 3,171 |
| | (2.0%) | (1.5%) | (2.0%) | (1.5%) | (2.2%) | (1.7%) | (1.6%) | (3.3%) | (2.8%) | (2.3%) |
| Two Engine..... | 3,950 | 4,004 | 3,821 | 3,900 | 4,037 | 3,914 | 3,780 | 3,447 | 3,309 | 2,808 |
| | (2.0%) | (1.4%) | (2.1%) | (1.6%) | (1.6%) | (1.7%) | (1.3%) | (2.7%) | (2.5%) | (2.4%) |
| Other Turbojet..... | 425 | 398 | 367 | 438 | 444 | 460 | 540 | 451 | 687 | 362 |
| | (8.2%) | (8.2%) | (5.5%) | (5.0%) | (16.2%) | (7.2%) | (26.9%) | (20.2%) | (10.6%) | (6.4%) |
| Rotorcraft—Total | 7,397 | 7,475 | 6,406 | 6,333 | 6,943 | 6,418 | 7,096 | 6,540 | 6,169 | 6,974 |
| | (3.0%) | (0.6%) | (3.6%) | (3.2%) | (3.1%) | (4.0%) | (3.1%) | (3.7%) | (3.7%) | (2.7%) |
| Piston..... | 3,459 | 3,244 | 2,584 | 2,813 | 2,921 | 2,877 | 2,936 | 2,541 | 2,419 | 3,250 |
| | (5.3%) | (1.2%) | (7.9%) | (5.0%) | (6.0%) | (7.0%) | (6.3%) | (7.5%) | (7.4%) | (5.3%) |
| Turbine..... | 3,938 | 4,232 | 3,822 | 3,520 | 4,022 | 3,541 | 4,160 | 3,998 | 3,749 | 3,724 |
| | (3.1%) | (0.4%) | (2.7%) | (4.2%) | (3.1%) | (4.5%) | (2.8%) | (3.8%) | (3.7%) | (2.0%) |
| Other—Total | 7,032 | 7,721 | 6,857 | 6,783 | 7,010 | 6,263 | 6,275 | 5,923 | 5,233 | 5,049 |
| | (3.0%) | (2.4%) | (4.1%) | (3.4%) | (3.0%) | (3.3%) | (2.7%) | (3.5%) | (4.0%) | (3.5%) |
| Total All Aircraft | 212,211 | 219,737 | 210,266 | 217,183 | 220,044 | 210,654 | 220,943 | 213,293 | 209,779 | 213,226 |
| | (0.5%) | (0.5%) | (0.5%) | (0.5%) | (0.5%) | (0.6%) | (0.5%) | (0.6%) | (0.6%) | (0.5%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.6
ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN,
BY AIRCRAFT TYPE AND PRIMARY USE: 1990
(Percent standard error is shown in parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instructional | Aerial Application | Aerial Observation | Other Work | Commuter Air Carrier | Air Taxi | Other |
|---------------------------|------------------------------|----------------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|---------------------------|-----------------------------|-----------------------------|---------------------------|
| Fixed-Wing— | | | | | | | | | | | |
| Total..... | 31,995,360 (1.8%) | 2,913,995 (4.7%) | 4,727,587 (3.7%) | 9,739,379 (2.4%) | 7,407,607 (5.9%) | 1,738,923 (5.5%) | 1,443,972 (12.8%) | 433,401 (18.1%) | 1,350,362 (12.2%) | 1,833,794 (8.4%) | 406,347 (11.8%) |
| Piston— | | | | | | | | | | | |
| Total..... | 27,972,818 (11.1%) | 840,875 (3.8%) | 4,452,678 (2.5%) | 9,675,223 (5.9%) | 7,402,353 (5.7%) | 1,646,664 (12.8%) | 1,433,600 (18.5%) | 421,695 (17.5%) | 462,465 (10.2%) | 1,378,609 (15.0%) | 258,657 (2.0%) |
| One Engine..... | 23,696,580 (2.2%) | 234,840 (18.1%) | 3,209,564 (4.4%) | 9,001,232 (2.6%) | 7,061,390 (6.2%) | 1,590,601 (5.7%) | 1,372,114 (13.3%) | 406,403 (19.1%) | 242,447 (26.3%) | 368,339 (21.6%) | 209,654 (16.5%) |
| Two Engine..... | 4,219,527 (3.8%) | 606,034 (14.0%) | 1,243,114 (7.5%) | 673,963 (8.8%) | 340,901 (18.6%) | 54,670 (34.3%) | 61,062 (30.1%) | 15,292 (54.4%) | 166,124 (23.9%) | 1,010,269 (11.7%) | 48,096 (37.5%) |
| Other Piston..... | 56,706 (48.8%) | 0 (0.0%) | 0 (0.0%) | 26 (88.7%) | 62 (88.7%) | 1,393 (40.2%) | 425 (231.6%) | 0 (0.0%) | 53,894 (34.1%) | 0 (0.0%) | 906 (109.2%) |
| Turboprop— | | | | | | | | | | | |
| Total..... | 2,510,988 (6.4%) | 945,066 (6.0%) | 178,352 (15.6%) | 41,782 (25.2%) | 4,387 (65.7%) | 92,259 (19.0%) | 7,539 (87.9%) | 11,706 (48.6%) | 887,897 (15.7%) | 307,819 (14.4%) | 34,182 (38.2%) |
| Two Engine..... | 2,340,738 (6.8%) | 942,919 (6.1%) | 173,156 (15.7%) | 39,184 (28.2%) | 4,387 (65.7%) | 12,801 (63.8%) | 7,166 (93.0%) | 11,196 (62.3%) | 868,954 (16.5%) | 252,908 (16.6%) | 28,069 (46.5%) |
| Other Turbo-prop..... | 170,250 (10.9%) | 2,147 (73.8%) | 5,196 (82.3%) | 2,598 (42.0%) | 0 (0.0%) | 79,458 (16.3%) | 372 (232.3%) | 510 (147.7%) | 18,943 (48.8%) | 54,911 (9.6%) | 6,113 (44.0%) |
| Turbojet— | | | | | | | | | | | |
| Total..... | 1,511,560 (4.1%) | 1,128,055 (5.0%) | 96,557 (20.3%) | 22,374 (39.6%) | 867 (135.1%) | 0 (0.0%) | 2,833 (103.3%) | 0 (0.0%) | 0 (0.0%) | 147,365 (20.2%) | 113,508 (22.9%) |
| Two Engine..... | 1,384,788 (4.3%) | 1,024,547 (5.3%) | 91,163 (20.9%) | 22,369 (40.5%) | 771 (372.1%) | 0 (0.0%) | 2,833 (103.3%) | 0 (0.0%) | 0 (0.0%) | 135,085 (21.2%) | 108,019 (32.0%) |
| Other Turbojet..... | 126,772 (12.2%) | 103,507 (12.9%) | 5,394 (79.2%) | 5 (81.5%) | 96 (81.5%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 12,280 (67.9%) | 5,489 (38.4%) |
| Rotorcraft— | | | | | | | | | | | |
| Total..... | 2,392,066 (5.9%) | 226,783 (21.5%) | 46,592 (28.7%) | 80,997 (17.5%) | 397,002 (18.6%) | 290,003 (14.2%) | 416,185 (19.2%) | 163,610 (34.9%) | 93,698 (35.7%) | 593,753 (17.6%) | 83,444 (32.6%) |
| Piston..... | 774,774 (10.2%) | 11,715 (85.6%) | 21,822 (37.4%) | 45,420 (17.9%) | 376,151 (18.9%) | 165,638 (17.6%) | 129,040 (29.6%) | 7,718 (64.6%) | 190 (165.3%) | 0 (0.0%) | 17,081 (64.2%) |
| Turbine..... | 1,617,292 (7.2%) | 215,068 (22.2%) | 24,770 (38.7%) | 35,578 (56.5%) | 20,851 (71.3%) | 124,365 (25.3%) | 287,145 (25.8%) | 155,892 (39.0%) | 93,508 (36.0%) | 593,753 (17.6%) | 66,362 (38.2%) |
| Other—Total | 368,803 (7.0%) | 4,817 (87.5%) | 4,464 (61.8%) | 229,053 (5.9%) | 42,289 (22.6%) | 0 (0.0%) | 30,526 (45.5%) | 22,443 (36.9%) | 360 (179.5%) | 10,722 (43.6%) | 24,130 (24.9%) |
| Total All Aircraft | 34,756,228 (1.7%) | 3,145,595 (4.7%) | 4,778,643 (3.6%) | 10,049,429 (2.4%) | 7,846,899 (5.7%) | 2,028,927 (5.2%) | 1,890,682 (10.6%) | 619,454 (14.2%) | 1,444,419 (11.5%) | 2,438,268 (7.4%) | 513,920 (10.3%) |

TABLE 3.7
ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN,
BY AIRCRAFT TYPE 1981 - 1990
(Hours in Thousands)
(Percent Standard Error is shown in parenthesis)

| Aircraft Type | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Fixed-Wing —Total | 31,995 | 31,758 | 30,274 | 30,744 | 31,397 | 31,495 | 33,265 | 32,558 | 33,728 | 37,628 |
| | (1.8%) | (1.7%) | (1.8%) | (1.7%) | (1.7%) | (1.7%) | (2.1%) | (2.1%) | (1.9%) | (1.7%) |
| Piston—Total | 27,973 | 26,971 | 26,226 | 27,039 | 26,861 | 27,793 | 29,194 | 28,911 | 29,950 | 34,086 |
| | (2.0%) | (1.9%) | (2.0%) | (1.9%) | (1.9%) | (1.9%) | (1.8%) | (2.3%) | (2.2%) | (1.8%) |
| One Engine..... | 23,697 | 22,307 | 21,946 | 22,141 | 21,939 | 22,851 | 23,506 | 23,149 | 24,259 | 27,692 |
| | (2.2%) | (2.2%) | (2.2%) | (2.0%) | (2.1%) | (2.1%) | (2.1%) | (2.6%) | (2.5%) | (2.1%) |
| Two Engine..... | 4,220 | 4,648 | 4,257 | 4,883 | 4,911 | 4,915 | 5,585 | 5,730 | 5,657 | 6,369 |
| | (3.8%) | (3.3%) | (4.1%) | (5.2%) | (4.6%) | (4.1%) | (3.6%) | (5.3%) | (4.7%) | (3.3%) |
| Other Piston | 57 | 17 | 22 | 15 | 11 | 26 | 102 | 32 | 33 | 25 |
| | (48.7%) | (67.3%) | (44.5%) | (33.3%) | (45.5%) | (34.6%) | (29.4%) | (31.2%) | (30.3%) | (24.0%) |
| Turboprop—Total | 2,511 | 3,132 | 2,370 | 2,177 | 2,882 | 2,080 | 2,506 | 2,173 | 2,168 | 2,155 |
| | (6.4%) | (5.0%) | (5.0%) | (5.5%) | (5.1%) | (4.6%) | (4.7%) | (7.1%) | (6.7%) | (3.8%) |
| Two Engine..... | 2,341 | 3,006 | 2,286 | 1,994 | 2,797 | 2,016 | 2,452 | 2,090 | 2,096 | 2,092 |
| | (6.8%) | (5.2%) | (5.1%) | (5.0%) | (5.3%) | (4.8%) | (4.7%) | (7.2%) | (6.8%) | (3.9%) |
| Other Turboprop | 170 | 126 | 84 | 183 | 85 | 64 | 54 | 83 | 71 | 63 |
| | (10.9%) | (16.6%) | (14.9%) | (24.6%) | (14.1%) | (10.9%) | (25.9%) | (37.3%) | (28.2%) | (17.5%) |
| Turbojet—Total | 1,512 | 1,654 | 1,678 | 1,528 | 1,654 | 1,622 | 1,566 | 1,473 | 1,611 | 1,387 |
| | (4.1%) | (3.7%) | (4.4%) | (3.9%) | (4.7%) | (4.4%) | (4.7%) | (6.6%) | (6.8%) | (3.6%) |
| Two Engine..... | 1,385 | 1,542 | 1,548 | 1,421 | 1,566 | 1,461 | 1,328 | 1,350 | 1,347 | 1,238 |
| | (4.3%) | (3.9%) | (4.7%) | (4.2%) | (4.9%) | (4.8%) | (5.0%) | (6.8%) | (7.3%) | (3.9%) |
| Other Turbojet..... | 127 | 112 | 130 | 107 | 98 | 161 | 237 | 124 | 264 | 149 |
| | (12.2%) | (12.2%) | (10.9%) | (10.3%) | (19.4%) | (10.6%) | (13.9%) | (25.0%) | (17.4%) | (10.7%) |
| Rotorcraft—Total | 2,392 | 2,826 | 2,707 | 2,283 | 2,625 | 2,155 | 2,495 | 2,271 | 2,350 | 2,685 |
| | (5.9%) | (0.9%) | (6.5%) | (7.4%) | (6.7%) | (7.7%) | (5.5%) | (7.0%) | (6.6%) | (6.9%) |
| Piston | 775 | 749 | 576 | 652 | 804 | 564 | 592 | 572 | 579 | 930 |
| | (10.2%) | (2.1%) | (11.6%) | (9.2%) | (12.8%) | (15.1%) | (11.3%) | (8.6%) | (10.0%) | (11.6%) |
| Turbine..... | 1,617 | 2,077 | 2,131 | 1,631 | 1,821 | 1,590 | 1,903 | 1,700 | 1,771 | 1,754 |
| | (7.2%) | (0.9%) | (7.6%) | (9.6%) | (7.7%) | (8.9%) | (6.4%) | (8.9%) | (8.2%) | (8.6%) |
| Other—Total | 369 | 429 | 613 | 416 | 394 | 414 | 358 | 420 | 379 | 391 |
| | (7.0%) | (7.4%) | (24.2%) | (6.0%) | (7.6%) | (8.2%) | (6.7%) | (11.7%) | (10.6%) | (8.7%) |
| Total All Aircraft | 34,756 | 35,012 | 33,593 | 33,443 | 34,416 | 34,063 | 36,119 | 35,249 | 36,457 | 40,704 |
| | (1.7%) | (1.6%) | (1.7%) | (1.7%) | (1.6%) | (1.6%) | (1.6%) | (2.0%) | (1.9%) | (1.6%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.8
ACTIVE GENERAL AVIATION AIRCRAFT
AVERAGE HOURS FLOWN, BY AIRCRAFT TYPE
1981 - 1990
(Percent Standard error is shown in parenthesis)

| Aircraft Type | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Fixed-Wing —Total | 157.8 | 150.1 | 148.0 | 145.6 | 145.1 | 155.5 | 156.0 | 160.9 | 170.6 | 184.4 |
| | (1.8%) | (1.7%) | (1.8%) | (1.7%) | (1.7%) | (1.7%) | (1.7%) | (2.1%) | (2.0%) | (1.7%) |
| Piston—Total | 147.9 | 137.9 | 138.2 | 136.9 | 135.4 | 147.1 | 147.1 | 150.6 | 159.8 | 175.4 |
| | (1.9%) | (1.9%) | (1.9%) | (1.8%) | (1.8%) | (1.8%) | (1.8%) | (2.3%) | (2.1%) | (1.8%) |
| One Engine..... | 143.6 | 131.0 | 133.0 | 129.0 | 127.0 | 139.0 | 137.0 | 139.0 | 149.0 | 165.0 |
| | (2.2%) | (2.2%) | (2.2%) | (2.0%) | (2.0%) | (2.0%) | (2.0%) | (2.5%) | (2.4%) | (2.1%) |
| Two Engine..... | 182.3 | 195.0 | 181.0 | 202.0 | 204.0 | 207.0 | 218.0 | 230.0 | 230.0 | 251.0 |
| | (3.8%) | (3.1%) | (3.5%) | (5.1%) | (4.4%) | (3.8%) | (3.2%) | (5.2%) | (4.6%) | (3.1%) |
| Other Piston | 623.0 | 133.0 | 225.0 | 140.0 | 111.0 | 184.0 | 433.0 | 240.0 | 246.0 | 197.0 |
| | (30.6%) | (24.9%) | (42.2%) | (22.7%) | (45.4%) | (27.0%) | (24.8%) | (13.4%) | (15.9%) | (1.8%) |
| Turboprop—Total | 425.6 | 471.3 | 447.9 | 388.9 | 422.9 | 362.0 | 414.2 | 388.4 | 396.3 | 470.1 |
| | (4.4%) | (4.3%) | (4.5%) | (4.7%) | (4.5%) | (4.2%) | (4.4%) | (6.3%) | (6.4%) | (3.8%) |
| Two Engine..... | 424.0 | 467.0 | 450.0 | 374.0 | 420.0 | 360.0 | 416.0 | 386.0 | 394.0 | 469.0 |
| | (4.7%) | (4.4%) | (4.6%) | (4.7%) | (4.6%) | (4.4%) | (4.5%) | (6.5%) | (6.6%) | (3.9%) |
| Other Turboprop | 445.8 | 568.0 | 392.0 | 839.0 | 498.0 | 396.0 | 339.0 | 578.0 | 473.0 | 498.0 |
| | (8.3%) | (13.7%) | (16.7%) | (24.5%) | (13.8%) | (6.0%) | (17.2%) | (22.7%) | (17.8%) | (185.0%) |
| Turbojet—Total | 352.6 | 375.1 | 405.0 | 356.2 | 353.8 | 368.7 | 353.6 | 382.2 | 404.0 | 436.3 |
| | (3.7%) | (3.4%) | (3.8%) | (3.6%) | (4.8%) | (4.0%) | (4.0%) | (5.9%) | (6.2%) | (2.9%) |
| Two Engine..... | 358.9 | 384.0 | 412.0 | 371.0 | 385.0 | 374.0 | 348.0 | 391.0 | 407.0 | 422.0 |
| | (4.0%) | (3.6%) | (4.1%) | (3.8%) | (4.8%) | (4.4%) | (4.1%) | (6.2%) | (6.8%) | (3.2%) |
| Other Turbojet..... | 292.9 | 274.0 | 346.0 | 229.0 | 153.0 | 325.0 | 392.0 | 273.0 | 385.0 | 376.0 |
| | (10.8%) | (11.5%) | (10.4%) | (9.6%) | (28.0%) | (5.8%) | (14.7%) | (14.7%) | (13.5%) | (6.0%) |
| Rotorcraft—Total | 320.7 | 390.2 | 423.3 | 359.3 | 380.2 | 336.1 | 343.6 | 350.2 | 383.2 | 390.8 |
| | (5.5%) | (0.8%) | (6.2%) | (7.0%) | (6.3%) | (6.8%) | (5.4%) | (6.3%) | (5.7%) | (6.7%) |
| Piston | 216.4 | 235.0 | 227.0 | 228.0 | 273.0 | 191.0 | 186.0 | 221.0 | 236.0 | 285.0 |
| | (8.9%) | (1.9%) | (9.0%) | (7.8%) | (11.1%) | (12.8%) | (9.7%) | (6.8%) | (8.0%) | (10.3%) |
| Turbine | 424.9 | 496.0 | 576.0 | 485.0 | 459.0 | 460.0 | 468.0 | 431.0 | 474.0 | 489.0 |
| | (6.9%) | (8.0%) | (7.6%) | (9.5%) | (7.6%) | (8.0%) | (6.4%) | (8.0%) | (7.1%) | (8.7%) |
| Other—Total | 52.2 | 55.6 | 95.2 | 62.0 | 56.2 | 67.1 | 56.5 | 71.1 | 72.4 | 78.4 |
| | (6.8%) | (7.5%) | (25.1%) | (5.5%) | (7.5%) | (7.6%) | (6.4%) | (11.3%) | (9.9%) | (8.0%) |
| Total All Aircraft..... | 159.2 | 154.5 | 153.6 | 148.4 | 148.9 | 158.2 | 158.1 | 164.0 | 174.0 | 188.1 |
| | (1.7%) | (1.6%) | (1.7%) | (1.6%) | (1.6%) | (1.6%) | (1.6%) | (2.0%) | (1.9%) | (1.6%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.9
ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1990

| FAA Region & State | Active Aircraft | | Hours Flown | |
|--------------------------------------|-----------------|------------------------|---------------|------------------------|
| | Aircraft | Percent Standard Error | Hours (000) | Percent Standard Error |
| Total..... | 212,211 | 0.5% | 34,623 | 1.8% |
| Alaskan—Total..... | 7,011 | 6.4% | 1,055 | 8.7% |
| Central—Total..... | 11,777 | 5.4% | 1,537 | 7.1% |
| Iowa..... | 2,681 | 11.6% | 276 | 16.0% |
| Kansas..... | 3,347 | 10.4% | 461 | 12.7% |
| Missouri..... | 3,893 | 9.7% | 541 | 12.6% |
| Nebraska..... | 1,857 | 13.6% | 259 | 17.5% |
| Eastern—Total..... | 24,680 | 3.6% | 3,713 | 5.3% |
| Delaware..... | 1,326 | 16.5% | 233 | 22.7% |
| District of Columbia..... | 12 | 108.3% | 1 | 137.0% |
| Maryland..... | 2,947 | 11.4% | 385 | 14.6% |
| New Jersey..... | 3,858 | 9.6% | 459 | 10.8% |
| New York..... | 6,275 | 7.6% | 1,064 | 11.2% |
| Pennsylvania..... | 6,072 | 7.7% | 845 | 10.1% |
| Virginia..... | 3,175 | 10.8% | 615 | 14.5% |
| West Virginia..... | 1,016 | 19.7% | 112 | 23.5% |
| Great Lakes—Total..... | 37,321 | 2.9% | 5,398 | 4.4% |
| Illinois..... | 6,781 | 7.0% | 1,207 | 8.9% |
| Indiana..... | 3,899 | 9.8% | 544 | 15.9% |
| Michigan..... | 7,463 | 7.0% | 892 | 8.5% |
| Minnesota..... | 4,882 | 8.6% | 704 | 10.7% |
| North Dakota..... | 1,645 | 15.0% | 377 | 29.2% |
| Ohio..... | 7,504 | 7.0% | 964 | 8.4% |
| South Dakota..... | 1,056 | 18.2% | 222 | 31.4% |
| Wisconsin..... | 4,091 | 9.6% | 488 | 12.1% |
| New England—Total..... | 8,717 | 6.4% | 1,196 | 8.4% |
| Connecticut..... | 1,919 | 13.9% | 323 | 18.0% |
| Maine..... | 1,721 | 15.2% | 255 | 20.4% |
| Massachusetts..... | 3,025 | 11.2% | 411 | 12.1% |
| New Hampshire..... | 1,172 | 17.1% | 108 | 23.0% |
| Rhode Island..... | 342 | 33.0% | 42 | 36.2% |
| Vermont..... | 538 | 25.7% | 55 | 40.6% |
| Northwest Mountain—Total..... | 21,793 | 3.9% | 3,403 | 6.1% |
| Colorado..... | 4,453 | 9.1% | 783 | 12.1% |
| Idaho..... | 1,829 | 14.3% | 296 | 19.8% |
| Montana..... | 1,834 | 14.2% | 231 | 26.3% |
| Oregon..... | 5,010 | 8.6% | 752 | 13.2% |
| Utah..... | 1,348 | 16.7% | 375 | 26.5% |
| Washington..... | 6,521 | 7.5% | 853 | 9.3% |
| Wyoming..... | 797 | 21.3% | 112 | 28.7% |

TABLE 3.9—Continued
ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1990

| FAA Region & State | Active Aircraft | | Hours Flown | |
|------------------------------------|-----------------|-------------------------|--------------|-------------------------|
| | Aircraft | Percent Stand-ard Error | Hours (000) | Percent Stand-ard Error |
| Southern—Total | 35,201 | 3.1% | 6,220 | 4.1% |
| Alabama | 3,350 | 10.5% | 575 | 13.3% |
| Florida | 13,298 | 5.2% | 2,490 | 6.2% |
| Georgia | 4,479 | 9.0% | 799 | 11.6% |
| Kentucky | 1,554 | 15.6% | 251 | 20.6% |
| Mississippi | 1,842 | 14.2% | 338 | 17.9% |
| North Carolina | 4,807 | 8.8% | 710 | 10.9% |
| Puerto Rico | 412 | 29.6% | 147 | 30.5% |
| South Carolina | 2,094 | 13.2% | 276 | 16.8% |
| Tennessee | 3,267 | 10.4% | 576 | 15.2% |
| Southwest—Total | 28,338 | 3.3% | 5,127 | 4.6% |
| Arkansas | 2,509 | 12.0% | 429 | 14.1% |
| Louisiana | 3,392 | 10.3% | 1,073 | 12.4% |
| New Mexico | 1,962 | 13.2% | 289 | 22.7% |
| Oklahoma | 3,821 | 9.9% | 611 | 13.3% |
| Texas | 16,655 | 4.5% | 2,725 | 5.7% |
| Western-Pacific—Total | 37,363 | 2.8% | 6,936 | 4.2% |
| Arizona | 5,488 | 8.1% | 899 | 11.6% |
| California | 29,325 | 3.3% | 5,357 | 4.5% |
| Hawaii | 561 | 25.1% | 278 | 31.5% |
| Nevada | 1,990 | 13.2% | 403 | 20.3% |

NOTE: Column totals may differ from printed totals due to estimation procedures.

APPENDIX A

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES
NUMBER OF SEATS AND POWER PLANTS

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
SUMMARY
AS OF DECEMBER 31, 1991**

| | Aircraft/ Engine Type | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------------|-----------------------------|--------------|---------------------|-------------------|
| PISTON | | | | |
| F/W S-ENG REC. ENG..... | 41 | 12 | 208,997 | 209,009 |
| F/W MULTI REC. ENG..... | 51 | 507 | 26,512 | 27,019 |
| TOTAL PISTON | — | 519 | 235,509 | 236,028 |
| TURBINES | | | | |
| F/W S-ENG TURBOPROP..... | 42 | 1 | 681 | 682 |
| F/W S-ENG TURBOSHAFT..... | 43 | 0 | 6 | 6 |
| F/W S-ENG TURBOJET | 44 | 1 | 282 | 283 |
| F/W S-ENG TURB UNKN..... | 49 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | 52 | 1,694 | 5,424 | 7,118 |
| F/W MULTI TURBOJET..... | 54 | 4,730 | 4,928 | 9,658 |
| TOTAL TURBINES | — | 6,426 | 11,322 | 17,748 |
| ROTORCRAFT | | | | |
| ROTOR REC ENGINE..... | 61 | 9 | 5,967 | 5,976 |
| ROTOR TURBOPROP..... | 62 | 0 | 13 | 13 |
| ROTOR TURBOSHAFT..... | 63 | 14 | 4,825 | 4,839 |
| ROTOR TURBOJET..... | 64 | 0 | 3 | 3 |
| ROTOR ENG UNKN..... | 69 | 0 | 1 | 1 |
| TOTAL ROTORCRAFT | — | 23 | 10,809 | 10,832 |
| GLIDERS | | | | |
| GLIDER NO ENGINE..... | 10 | 0 | 4,215 | 4,215 |
| GLIDER REC. ENGINE..... | 11 | 0 | 326 | 326 |
| TOTAL GLIDERS | — | 0 | 4,541 | 4,541 |
| BALLOONS & DIRIGIBLES | | | | |
| BALLOON NO ENGINE..... | 20 | 0 | 6,281 | 6,281 |
| BALLOON REC ENGINE..... | 21 | 0 | 9 | 9 |
| BALLOON ENGINE UNKN..... | 29 | 0 | 2 | 2 |
| BLIMP/DIR REC ENG..... | 31 | 0 | 28 | 28 |
| BLMP/DIR TRB AIR GEN..... | 35 | 0 | 1 | 1 |
| BALLOON & DIRIGIBLES | — | 0 | 6,321 | 6,321 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AERO COMMANDER | | | | | | |
| 100 | 4 | 41 | 1 | 0 | 156 | 156 |
| DARTER 100/150 | 4 | 41 | 1 | 0 | 1 | 1 |
| 100-180 | 4 | 41 | 1 | 0 | 137 | 137 |
| 200 | 4 | 41 | 1 | 0 | 1 | 1 |
| 200D | 4 | 41 | 1 | 0 | 68 | 68 |
| 200E | 4 | 41 | 1 | 0 | 1 | 1 |
| 500 | 7 | 51 | 2 | 0 | 53 | 53 |
| 500-A | 7 | 51 | 2 | 0 | 39 | 39 |
| 500-B | 7 | 51 | 2 | 0 | 117 | 117 |
| 500 S | 7 | 51 | 2 | 0 | 78 | 78 |
| 500-U | 7 | 51 | 2 | 0 | 11 | 11 |
| 520 | 5 | 51 | 2 | 0 | 52 | 52 |
| 560 | 7 | 51 | 2 | 0 | 33 | 33 |
| 560-A | 7 | 51 | 2 | 0 | 45 | 45 |
| 560-E | 7 | 51 | 2 | 0 | 34 | 34 |
| 560-F | 7 | 51 | 2 | 0 | 29 | 29 |
| 680 | 7 | 51 | 2 | 0 | 81 | 81 |
| 680-E | 7 | 51 | 2 | 0 | 40 | 40 |
| 680-F | 7 | 51 | 2 | 0 | 42 | 42 |
| 680FL | 11 | 51 | 2 | 0 | 55 | 55 |
| 680FL P | 11 | 51 | 2 | 0 | 17 | 17 |
| 680FP | 11 | 51 | 2 | 0 | 2 | 2 |
| 685 | 9 | 51 | 2 | 0 | 37 | 37 |
| 685A | 9 | 51 | 2 | 0 | 1 | 1 |
| 720 | 6 | 51 | 2 | 0 | 6 | 6 |
| S2C | 1 | 41 | 1 | 0 | 1 | 1 |
| 600 S-2D | 1 | 41 | 1 | 0 | 19 | 19 |
| 600 S-2D RESTRICTED | 1 | 41 | 1 | 0 | 4 | 4 |
| S2R | 1 | 41 | 1 | 0 | 194 | 194 |
| CALLAIR A-9 | 1 | 41 | 1 | 0 | 24 | 24 |
| CALLAIR A-9A | 1 | 41 | 1 | 0 | 2 | 2 |
| CALLAIR A-9B | 2 | 41 | 1 | 0 | 69 | 69 |
| CALLAIR B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CALLAIR B-1A | 1 | 41 | 1 | 0 | 5 | 5 |
| 112 | 4 | 41 | 1 | 0 | 145 | 145 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 828 | 828 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 772 | 772 |
| TOTAL | — | — | — | 0 | 1,600 | 1,600 |
| AERO SPACELINES | | | | | | |
| 377MG | 92 | 51 | 4 | 1 | 0 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 1 | 0 | 1 |
| TOTAL | — | — | — | 1 | 0 | 1 |
| AERO Z | | | | | | |
| BUECKER 131 | 2 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| AEROCAR | | | | | | |
| ONE | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 3 | 3 |
| AEROFAB | | | | | | |
| LA-4..... | 4 | 41 | 1 | 0 | 2 | 2 |
| LAKE LA-4-250..... | 4 | 41 | 1 | 0 | 10 | 10 |
| LAKE LA-250..... | 5 | 41 | 1 | 0 | 39 | 39 |
| LAKE 250..... | 4 | 41 | 1 | 0 | 18 | 18 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 69 | 69 |
| TOTAL | — | — | — | 0 | 69 | 69 |
| AEROMARINE-KLEMM | | | | | | |
| L-26-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AEROMERE | | | | | | |
| F.8L FALCO..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| AERONCA | | | | | | |
| C-2..... | 1 | 41 | 1 | 0 | 8 | 8 |
| C-2 STANDARD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C-2 SCOUT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CF..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KC..... | 2 | 41 | 1 | 0 | 3 | 3 |
| C-3..... | 2 | 41 | 1 | 0 | 58 | 58 |
| PC-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| K..... | 2 | 41 | 1 | 0 | 30 | 30 |
| KS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KCA..... | 2 | 41 | 1 | 0 | 9 | 9 |
| KM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LB..... | 2 | 41 | 1 | 0 | 6 | 6 |
| LC..... | 2 | 41 | 1 | 0 | 6 | 6 |
| 50-F..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 50-TL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 50-C..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 50-L..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 60-TF..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 65-TC..... | 2 | 41 | 1 | 0 | 50 | 50 |
| 65-TF..... | 2 | 41 | 1 | 0 | 9 | 9 |
| 65-TL..... | 2 | 41 | 1 | 0 | 30 | 30 |
| 65-TAC..... | 2 | 41 | 1 | 0 | 51 | 51 |
| 65-TAF..... | 2 | 41 | 1 | 0 | 6 | 6 |
| 65-TAL..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 65-C..... | 2 | 41 | 1 | 0 | 83 | 83 |
| 65-CA..... | 2 | 41 | 1 | 0 | 188 | 188 |
| S-65-C..... | 2 | 41 | 1 | 0 | 4 | 4 |
| S-65-CA..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 65-LA..... | 2 | 41 | 1 | 0 | 30 | 30 |
| 65-LB..... | 2 | 41 | 1 | 0 | 35 | 35 |
| O-58A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| O-58B..... | 2 | 41 | 1 | 0 | 144 | 144 |
| L-3B..... | 2 | 41 | 1 | 0 | 5 | 5 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| L-3C | 2 | 41 | 1 | 0 | 3 | 3 |
| L-3 | 2 | 41 | 1 | 0 | 2 | 2 |
| 11AC | 2 | 41 | 1 | 0 | 742 | 742 |
| S11AC | 2 | 41 | 1 | 0 | 7 | 7 |
| 11BC | 2 | 41 | 1 | 0 | 87 | 87 |
| S11BC | 2 | 41 | 1 | 0 | 1 | 1 |
| 11CC | 2 | 41 | 1 | 0 | 84 | 84 |
| S11CC | 2 | 41 | 1 | 0 | 2 | 2 |
| 15AC | 4 | 41 | 1 | 0 | 194 | 194 |
| S15AC | 4 | 41 | 1 | 0 | 15 | 15 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1,927 | 1,927 |
| TOTAL | — | — | — | 0 | 1,927 | 1,927 |
| 7AC | 3 | 41 | 1 | 0 | 2,103 | 2,103 |
| S7AC | 3 | 41 | 1 | 0 | 3 | 3 |
| 7BCM | 3 | 41 | 1 | 0 | 183 | 183 |
| L-16A | 3 | 41 | 1 | 0 | 4 | 4 |
| 7CCM | 3 | 41 | 1 | 0 | 96 | 96 |
| L-16B | 3 | 41 | 1 | 0 | 2 | 2 |
| S7CCM | 3 | 41 | 1 | 0 | 4 | 4 |
| 7DC | 3 | 41 | 1 | 0 | 142 | 142 |
| 7EC | 3 | 41 | 1 | 0 | 56 | 56 |
| 7FC | 3 | 41 | 1 | 0 | 13 | 13 |
| 7GC | 3 | 41 | 1 | 0 | 2 | 2 |
| 7GCB | 3 | 41 | 1 | 0 | 1 | 1 |
| 7JC | 3 | 41 | 1 | 0 | 1 | 1 |
| 7AC | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2,611 | 2,611 |
| TOTAL | — | — | — | 0 | 2,611 | 2,611 |
| AEROSTAR ACFT CORP OF TEXAS | | | | | | |
| M20C | 4 | 41 | 1 | 0 | 7 | 7 |
| M20E | 4 | 41 | 1 | 0 | 13 | 13 |
| M20F | 4 | 41 | 1 | 0 | 10 | 10 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 30 | 30 |
| TOTAL | — | — | — | 0 | 30 | 30 |
| AEROTEK | | | | | | |
| PITTS S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2 | 2 | 41 | 1 | 0 | 4 | 4 |
| PITTS S-2A | 2 | 41 | 1 | 0 | 108 | 108 |
| PITTS SPECIAL S-1S | 1 | 41 | 1 | 0 | 41 | 41 |
| PITTS S-1T | 1 | 41 | 1 | 0 | 16 | 16 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 170 | 170 |
| TOTAL | — | — | — | 0 | 170 | 170 |
| AETNA | | | | | | |
| AEROCRAFT 2SA | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AGUSTA SPA | | | | | | |
| F.260D | 3 | 41 | 1 | 0 | 11 | 11 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 11 | 11 |
| TOTAL | — | — | — | 0 | 11 | 11 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AIR PRODUCTS | | | | | | |
| 415-C | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AIR TRACTOR INC | | | | | | |
| AT-300 | 1 | 41 | 1 | 0 | 7 | 7 |
| AT-301 | 1 | 41 | 1 | 0 | 410 | 410 |
| AT-302 | 1 | 41 | 1 | 0 | 11 | 11 |
| AT-301A | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-400 | 1 | 41 | 1 | 0 | 47 | 47 |
| AT-400A | 1 | 41 | 1 | 0 | 12 | 12 |
| AT-401 | 1 | 41 | 1 | 0 | 86 | 86 |
| AT-802 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 575 | 575 |
| TOTAL | — | — | — | 0 | 575 | 575 |
| AIRCOUPE | | | | | | |
| F-1A | 2 | 41 | 1 | 0 | 16 | 16 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 16 | 16 |
| TOTAL | — | — | — | 0 | 16 | 16 |
| AIRCRAFT BUILDERS | | | | | | |
| STUDENT PRINCE X | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| AIRCRAFT MANUFACTURING | | | | | | |
| TEXAS BULLET 205 | 4 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| AIRCRAFT PARTS & DEV. CORP. | | | | | | |
| A-9B | 1 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| ALEXANDER | | | | | | |
| LONG WING EAGLEROCK | 3 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| ALLIANCE AIRCRAFT | | | | | | |
| ARGO | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| ALON | | | | | | |
| A2 | 2 | 41 | 1 | 0 | 179 | 179 |
| A-2A | 2 | 41 | 1 | 0 | 30 | 30 |
| X-A4 | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 210 | 210 |
| TOTAL | — | — | — | 0 | 210 | 210 |
| AMERICAN | | | | | | |
| AA-1 | 2 | 41 | 1 | 0 | 280 | 280 |
| AA-1B | 2 | 41 | 1 | 0 | 40 | 40 |
| AA-5 | 4 | 41 | 1 | 0 | 162 | 162 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 482 | 482 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 482 | 482 |
| AMERICAN AERONAUTICAL | | | | | | |
| MARCHETTI S-56-B | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AMERICAN AIRPLANE & ENGINE | | | | | | |
| PILGRIM 100B | 10 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AMERICAN AVIATION | | | | | | |
| AA-1A | 2 | 41 | 1 | 0 | 299 | 299 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 299 | 299 |
| TOTAL | — | — | — | 0 | 299 | 299 |
| AMERICAN CHAMPION AIRCRAFT | | | | | | |
| 8GCBC | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AMERICAN EAGLE | | | | | | |
| A-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| 101 | 3 | 41 | 1 | 0 | 6 | 6 |
| 129 | 3 | 41 | 1 | 0 | 2 | 2 |
| 201 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 10 | 10 |
| AMERICAN EAGLECRAFT | | | | | | |
| EAGLET A-31-1B | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLET B-31 | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLET 230 | 2 | 41 | 1 | 0 | 2 | 2 |
| EAGLET 231 | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLET 230K | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 10 | 10 |
| AMERICAN EAGLET-LINCOLN | | | | | | |
| B-31 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AMERICAN GENERAL ACFT CORP | | | | | | |
| AG5B | 4 | 41 | 1 | 0 | 67 | 67 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 67 | 67 |
| TOTAL | — | — | — | 0 | 67 | 67 |
| ANDERSON GREENWOOD | | | | | | |
| 14 | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| ANSALDO | | | | | | |
| TYPE 9 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| APPLEBAY SAILPLANES | | | | | | |
| ZIA | 1 | 41 | 1 | 0 | 2 | 2 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| ARCTIC AIRCRAFT CO INC | | | | | | |
| S-1B2..... | 2 | 41 | 1 | 0 | 22 | 22 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 22 | 22 |
| TOTAL | — | — | — | 0 | 22 | 22 |
| ARROW | | | | | | |
| F..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| ARROW AIRCRAFT & MOTORS | | | | | | |
| ARROW SPORT..... | 2 | 41 | 1 | 0 | 7 | 7 |
| ARROW SPORT M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A2-60..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 9 | 9 |
| TOTAL | — | — | — | 0 | 9 | 9 |
| ARTHUR THOMAS W | | | | | | |
| ACRO SPORT I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| ATLAS | | | | | | |
| H-10..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AUSTER | | | | | | |
| 5J1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| MARK 6..... | 6 | 41 | 1 | 0 | 2 | 2 |
| MARK 6..... | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| AUSTIN | | | | | | |
| BARBARA JEAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AVIAT INC | | | | | | |
| A-1..... | 2 | 41 | 1 | 0 | 5 | 5 |
| PITTS S2B..... | 2 | 41 | 1 | 0 | 8 | 8 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 13 | 13 |
| TOTAL | — | — | — | 0 | 13 | 13 |
| AVIONS FAIREY | | | | | | |
| TIPSY NIPPER T-66..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| AVIONS MAX HOLSTE | | | | | | |
| MH 1521 BROUSSARD..... | 6 | 41 | 1 | 0 | 10 | 10 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 10 | 10 |
| AVIONS MUDRY | | | | | | |
| CAP 21..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CAP 231..... | 1 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CAP 10B..... | 2 | 41 | 1 | 0 | 24 | 24 |
| CAP 20LS-200..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 27 | 27 |
| TOTAL..... | — | — | — | 0 | 27 | 27 |
| AVIONS P ROBIN INC | | | | | | |
| R. 2160..... | 2 | 41 | 1 | 0 | 10 | 10 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 10 | 10 |
| TOTAL..... | — | — | — | 0 | 10 | 10 |
| AYRES CORPORATION | | | | | | |
| S-2R..... | 1 | 41 | 1 | 0 | 7 | 7 |
| S2R..... | 1 | 41 | 1 | 0 | 67 | 67 |
| S2R-600..... | 1 | 41 | 1 | 0 | 32 | 32 |
| S2R-R3S..... | 1 | 41 | 1 | 0 | 7 | 7 |
| S2R-R1340..... | 1 | 41 | 1 | 0 | 16 | 16 |
| S2R-R1820..... | 1 | 41 | 1 | 0 | 9 | 9 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 138 | 138 |
| TOTAL..... | — | — | — | 0 | 138 | 138 |
| BARNARD | | | | | | |
| NEW STANDARD D-31..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| BAUMAN | | | | | | |
| B290..... | 5 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| BAY AVIATION | | | | | | |
| SUPER V..... | 4 | 51 | 2 | 0 | 3 | 3 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| BEAGLE | | | | | | |
| B.121 SERIES 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B.121 SERIES 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B.206 SERIES 1..... | 7 | 51 | 2 | 0 | 8 | 8 |
| B.206 SERIES 2..... | 8 | 51 | 2 | 0 | 18 | 18 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 26 | 26 |
| TOTAL..... | — | — | — | 0 | 28 | 28 |
| BEE AVIATION | | | | | | |
| HONEY BEE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| BEECH | | | | | | |
| AT-11..... | 4 | 51 | 2 | 0 | 31 | 31 |
| SNB-1..... | 4 | 51 | 2 | 0 | 2 | 2 |
| B17L..... | 5 | 41 | 1 | 0 | 9 | 9 |
| B17R..... | 5 | 41 | 1 | 0 | 2 | 2 |
| C17B..... | 5 | 41 | 1 | 0 | 4 | 4 |
| C17L..... | 5 | 41 | 1 | 0 | 4 | 4 |
| C17R..... | 5 | 41 | 1 | 0 | 2 | 2 |
| D17A..... | 5 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| D17R..... | 5 | 41 | 1 | 0 | 2 | 2 |
| D17S..... | 5 | 41 | 1 | 0 | 136 | 136 |
| E17B..... | 5 | 41 | 1 | 0 | 6 | 6 |
| SE17B..... | 5 | 41 | 1 | 0 | 1 | 1 |
| E17L..... | 5 | 41 | 1 | 0 | 7 | 7 |
| F17D..... | 5 | 41 | 1 | 0 | 17 | 17 |
| G17S..... | 5 | 41 | 1 | 0 | 17 | 17 |
| 18A..... | 8 | 51 | 2 | 0 | 1 | 1 |
| 18D..... | 11 | 51 | 2 | 0 | 2 | 2 |
| C18S..... | 10 | 51 | 2 | 0 | 37 | 37 |
| C-45..... | 10 | 51 | 2 | 0 | 11 | 11 |
| C-45F..... | 10 | 51 | 2 | 1 | 2 | 3 |
| UC-45J..... | 10 | 51 | 2 | 0 | 25 | 25 |
| AT-7..... | 10 | 51 | 2 | 0 | 1 | 1 |
| RC-45J..... | 10 | 51 | 2 | 0 | 3 | 3 |
| H-18S..... | 11 | 51 | 2 | 0 | 1 | 1 |
| D18S..... | 10 | 51 | 2 | 0 | 146 | 146 |
| E18S..... | 10 | 51 | 2 | 2 | 143 | 145 |
| E18S-9700..... | 10 | 51 | 2 | 0 | 17 | 17 |
| G18S..... | 10 | 51 | 2 | 1 | 68 | 69 |
| H-18..... | 11 | 51 | 2 | 0 | 68 | 68 |
| C-45G..... | 10 | 51 | 2 | 0 | 29 | 29 |
| TC-45G..... | 10 | 51 | 2 | 0 | 4 | 4 |
| C-45H..... | 10 | 51 | 2 | 0 | 120 | 120 |
| TC-45H..... | 10 | 51 | 2 | 0 | 4 | 4 |
| RC-45J..... | 10 | 51 | 2 | 0 | 3 | 3 |
| TC-45J..... | 10 | 51 | 2 | 0 | 12 | 12 |
| SNB-5..... | 10 | 51 | 2 | 0 | 9 | 9 |
| JRB-6..... | 10 | 51 | 2 | 0 | 3 | 3 |
| EXPEDITOR 3 TM..... | 10 | 51 | 2 | 0 | 4 | 4 |
| 3N..... | 10 | 51 | 2 | 0 | 6 | 6 |
| 3NM..... | 10 | 51 | 2 | 0 | 16 | 16 |
| 3NMTS..... | 10 | 51 | 2 | 0 | 1 | 1 |
| 3T..... | 10 | 51 | 2 | 0 | 1 | 1 |
| CONRAD 9800D..... | 10 | 51 | 2 | 0 | 1 | 1 |
| 23..... | 4 | 41 | 1 | 0 | 285 | 285 |
| A23..... | 4 | 41 | 1 | 0 | 187 | 187 |
| A23A..... | 4 | 41 | 1 | 0 | 108 | 108 |
| A23-19..... | 4 | 41 | 1 | 0 | 139 | 139 |
| 19A..... | 4 | 41 | 1 | 0 | 82 | 82 |
| B19..... | 4 | 41 | 1 | 0 | 280 | 280 |
| B-19 SPORT..... | 4 | 41 | 1 | 0 | 2 | 2 |
| A23-24..... | 4 | 41 | 1 | 0 | 186 | 186 |
| 24R..... | 4 | 41 | 1 | 0 | 3 | 3 |
| B23..... | 4 | 41 | 1 | 0 | 112 | 112 |
| C23..... | 4 | 41 | 1 | 0 | 749 | 749 |
| A24..... | 4 | 41 | 1 | 0 | 3 | 3 |
| A24R..... | 6 | 41 | 1 | 0 | 89 | 89 |
| B24R..... | 6 | 41 | 1 | 0 | 172 | 172 |
| C24R..... | 6 | 41 | 1 | 0 | 267 | 267 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 35-33..... | 4 | 41 | 1 | 0 | 156 | 156 |
| 35-A33..... | 4 | 41 | 1 | 0 | 111 | 111 |
| 35-B33..... | 4 | 41 | 1 | 0 | 332 | 332 |
| 35-C33..... | 4 | 41 | 1 | 0 | 208 | 208 |
| 35-C33A..... | 4 | 41 | 1 | 0 | 126 | 126 |
| E33..... | 4 | 41 | 1 | 0 | 65 | 65 |
| F33..... | 5 | 41 | 1 | 0 | 17 | 17 |
| E33A..... | 4 | 41 | 1 | 0 | 55 | 55 |
| F33A..... | 5 | 41 | 1 | 0 | 942 | 942 |
| 1074..... | 4 | 41 | 1 | 0 | 1 | 1 |
| E33C..... | 4 | 41 | 1 | 0 | 19 | 19 |
| F33C..... | 5 | 41 | 1 | 0 | 13 | 13 |
| G33..... | 4 | 41 | 1 | 0 | 44 | 44 |
| 35..... | 4 | 41 | 1 | 0 | 549 | 549 |
| A35..... | 4 | 41 | 1 | 0 | 301 | 301 |
| B35..... | 4 | 41 | 1 | 0 | 266 | 266 |
| C35..... | 4 | 41 | 1 | 0 | 437 | 437 |
| D35..... | 4 | 41 | 1 | 0 | 212 | 212 |
| E35..... | 4 | 41 | 1 | 0 | 210 | 210 |
| U8G..... | 6 | 51 | 2 | 0 | 1 | 1 |
| F35..... | 4 | 41 | 1 | 0 | 285 | 285 |
| G35..... | 4 | 41 | 1 | 0 | 341 | 341 |
| 35R..... | 4 | 41 | 1 | 0 | 10 | 10 |
| H35..... | 4 | 41 | 1 | 0 | 317 | 317 |
| J35..... | 5 | 41 | 1 | 0 | 290 | 290 |
| K35..... | 5 | 41 | 1 | 0 | 311 | 311 |
| M35..... | 5 | 41 | 1 | 0 | 293 | 293 |
| N35..... | 5 | 41 | 1 | 0 | 190 | 190 |
| P35..... | 5 | 41 | 1 | 0 | 362 | 362 |
| S35..... | 6 | 41 | 1 | 0 | 527 | 527 |
| V35..... | 6 | 41 | 1 | 0 | 493 | 493 |
| V35A..... | 6 | 41 | 1 | 0 | 356 | 356 |
| V35A-TC..... | 6 | 41 | 1 | 0 | 1 | 1 |
| V35B..... | 6 | 41 | 1 | 0 | 1,007 | 1,007 |
| V35B-TC..... | 6 | 41 | 1 | 0 | 1 | 1 |
| 36..... | 6 | 41 | 1 | 0 | 131 | 131 |
| A36TC..... | 6 | 41 | 1 | 0 | 233 | 233 |
| A36..... | 6 | 41 | 1 | 0 | 1,871 | 1,871 |
| 1079..... | 6 | 41 | 1 | 0 | 10 | 10 |
| QU-22A..... | 6 | 41 | 1 | 0 | 1 | 1 |
| QU-22B..... | 6 | 41 | 1 | 0 | 10 | 10 |
| B36TC..... | 6 | 41 | 1 | 0 | 198 | 198 |
| 45..... | 2 | 41 | 1 | 0 | 2 | 2 |
| A45..... | 2 | 41 | 1 | 0 | 173 | 173 |
| T-34A..... | 2 | 41 | 1 | 0 | 32 | 32 |
| B-45..... | 2 | 41 | 1 | 0 | 7 | 7 |
| D-45..... | 2 | 41 | 1 | 0 | 68 | 68 |
| T-34B..... | 2 | 41 | 1 | 0 | 37 | 37 |
| 50..... | 6 | 51 | 2 | 0 | 3 | 3 |
| B50..... | 6 | 51 | 2 | 0 | 54 | 54 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| C-50 | 6 | 51 | 2 | 0 | 56 | 56 |
| D-50 | 6 | 51 | 2 | 0 | 62 | 62 |
| U-8D | 6 | 51 | 2 | 0 | 15 | 15 |
| D50A | 6 | 51 | 2 | 0 | 14 | 14 |
| D50B | 6 | 51 | 2 | 0 | 12 | 12 |
| D50C | 6 | 51 | 2 | 0 | 24 | 24 |
| D50E | 6 | 51 | 2 | 0 | 27 | 27 |
| E50 | 6 | 51 | 2 | 0 | 41 | 41 |
| L-23D | 6 | 51 | 2 | 0 | 2 | 2 |
| F50 | 6 | 51 | 2 | 0 | 5 | 5 |
| G50 | 6 | 51 | 2 | 0 | 3 | 3 |
| H50 | 6 | 51 | 2 | 0 | 7 | 7 |
| J50 | 6 | 51 | 2 | 0 | 9 | 9 |
| 95-55 | 6 | 51 | 2 | 0 | 98 | 98 |
| 95-A55 | 6 | 51 | 2 | 0 | 177 | 177 |
| 95-B55 | 6 | 51 | 2 | 3 | 1,109 | 1,112 |
| T42 | 6 | 51 | 2 | 0 | 8 | 8 |
| 95-C55 | 6 | 51 | 2 | 0 | 267 | 267 |
| B-55 | 6 | 51 | 2 | 0 | 71 | 71 |
| D55 | 6 | 51 | 2 | 0 | 174 | 174 |
| E-55 | 6 | 51 | 2 | 0 | 279 | 279 |
| 56TC | 6 | 51 | 2 | 0 | 54 | 54 |
| A56TC | 6 | 51 | 2 | 0 | 6 | 6 |
| 58 | 6 | 51 | 2 | 3 | 1,042 | 1,045 |
| 58P | 6 | 51 | 2 | 0 | 369 | 369 |
| 58TC | 6 | 51 | 2 | 0 | 97 | 97 |
| U-8F | 9 | 51 | 2 | 0 | 1 | 1 |
| 65 | 9 | 51 | 2 | 0 | 94 | 94 |
| A65 | 9 | 51 | 2 | 0 | 25 | 25 |
| A65-8200 | 11 | 51 | 2 | 0 | 2 | 2 |
| 65-80 | 9 | 51 | 2 | 0 | 49 | 49 |
| 70 | 11 | 51 | 2 | 0 | 5 | 5 |
| 65-A80 | 9 | 51 | 2 | 0 | 31 | 31 |
| 65-88 | 9 | 51 | 2 | 0 | 21 | 21 |
| 65-B80 | 9 | 51 | 2 | 0 | 50 | 50 |
| 76 | 6 | 51 | 2 | 0 | 275 | 275 |
| 77 | 2 | 41 | 1 | 0 | 228 | 228 |
| B 90 | 11 | 51 | 2 | 0 | 5 | 5 |
| 95 | 5 | 51 | 2 | 0 | 183 | 183 |
| B95 | 5 | 51 | 2 | 0 | 94 | 94 |
| B95A | 6 | 51 | 2 | 0 | 55 | 55 |
| D95A | 6 | 51 | 2 | 0 | 108 | 108 |
| E95 | 6 | 51 | 2 | 0 | 6 | 6 |
| 60 | 6 | 51 | 2 | 0 | 71 | 71 |
| A60 | 6 | 51 | 2 | 1 | 70 | 71 |
| B-60 | 6 | 51 | 2 | 0 | 256 | 256 |
| D-45 | 2 | 41 | 1 | 0 | 5 | 5 |
| D-45 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEECH-PARKS D-45 | 2 | 41 | 1 | 0 | 11 | 11 |
| 17R | 4 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| T-34A | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 14,740 | 14,740 |
| F/W MULTI REC. ENG. | — | 51 | — | 11 | 6,258 | 6,269 |
| TOTAL | — | — | — | 11 | 20,998 | 21,009 |
| BELL | | | | | | |
| P39 | 1 | 41 | 1 | 0 | 3 | 3 |
| P63A6 | 1 | 41 | 1 | 0 | — | 1 1 |
| P-63C | 1 | 41 | 1 | 0 | 1 | 1 |
| P-63C-5-BE | 1 | 41 | 1 | 0 | 1 | 1 |
| P63E | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| BELLANCA | | | | | | |
| CH300 PACEMAKER | 6 | 41 | 1 | 0 | 4 | 4 |
| CH400 SKYROCKET | 6 | 41 | 1 | 0 | 1 | 1 |
| 31-55A | 6 | 41 | 1 | 0 | 1 | 1 |
| 31-42 PACEMAKER | 8 | 41 | 1 | 0 | 1 | 1 |
| 14-9 | 3 | 41 | 1 | 0 | 7 | 7 |
| 14-9L | 3 | 41 | 1 | 0 | 2 | 2 |
| 14-12 | 3 | 41 | 1 | 0 | 1 | 1 |
| 14-12F-3 | 3 | 41 | 1 | 0 | 4 | 4 |
| 14-13 | 4 | 41 | 1 | 0 | 88 | 88 |
| 14-13-2 | 4 | 41 | 1 | 0 | 149 | 149 |
| 14-13-3 | 4 | 41 | 1 | 0 | 26 | 26 |
| 14-14 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 285 | 285 |
| TOTAL | — | — | — | 0 | 285 | 285 |
| 14-19 | 4 | 41 | 1 | 0 | 8 | 8 |
| 14-19-2 | 4 | 41 | 1 | 0 | 7 | 7 |
| 14-19-3 | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-3A | 4 | 41 | 1 | 0 | 24 | 24 |
| 17-30 | 4 | 41 | 1 | 0 | 178 | 178 |
| 17-30A | 4 | 41 | 1 | 0 | 589 | 589 |
| 17-31 | 4 | 41 | 1 | 0 | 6 | 6 |
| 17-31A | 4 | 41 | 1 | 0 | 120 | 120 |
| 17-31TC | 4 | 41 | 1 | 0 | 2 | 2 |
| 17-31ATC | 4 | 41 | 1 | 0 | 118 | 118 |
| 7ACA | 4 | 41 | 1 | 0 | 58 | 58 |
| 7ECA | 3 | 41 | 1 | 0 | 402 | 402 |
| 7GCAA | 3 | 41 | 1 | 0 | 138 | 138 |
| 7GCBC | 3 | 41 | 1 | 0 | 566 | 566 |
| 7KCAB | 3 | 41 | 1 | 0 | 263 | 263 |
| 8KCAB | 3 | 41 | 1 | 0 | 458 | 458 |
| 8KCAB-180 | 2 | 41 | 1 | 0 | 2 | 2 |
| 8GCBC | 3 | 41 | 1 | 0 | 222 | 222 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 3,164 | 3,164 |
| TOTAL | — | — | — | 0 | 3,164 | 3,164 |
| 14-19 | 4 | 41 | 1 | 0 | 40 | 40 |
| 14-19-2 | 4 | 41 | 1 | 0 | 46 | 46 |
| 14-19-3 | 4 | 41 | 1 | 0 | 42 | 42 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| 14-19-3A..... | 4 | 41 | 1 | 0 | 13 | 13 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 141 | 141 |
| TOTAL..... | — | — | — | 0 | 141 | 141 |
| 14-19-3A..... | 4 | 41 | 1 | 0 | 33 | 33 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 33 | 33 |
| TOTAL..... | — | — | — | 0 | 33 | 33 |
| BELLANCA AIRCRAFT CORP. | | | | | | |
| 51..... | 5 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| BELLANCA INC | | | | | | |
| 17-30A..... | 4 | 41 | 1 | 0 | 19 | 19 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 19 | 19 |
| TOTAL..... | — | — | — | 0 | 19 | 19 |
| BIEMOND | | | | | | |
| TEAL CB-1..... | 3 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| BIRD | | | | | | |
| A..... | 3 | 41 | 1 | 0 | 9 | 9 |
| A-T..... | 3 | 41 | 1 | 0 | 1 | 1 |
| BK..... | 3 | 41 | 1 | 0 | 8 | 8 |
| BW..... | 3 | 41 | 1 | 0 | 1 | 1 |
| C..... | 3 | 41 | 1 | 0 | 1 | 1 |
| CK..... | 3 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 27 | 27 |
| TOTAL..... | — | — | — | 0 | 27 | 27 |
| BLERIOT | | | | | | |
| 11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1909..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| BOEING | | | | | | |
| A75L3..... | 2 | 41 | 1 | 0 | 53 | 53 |
| 75..... | 2 | 41 | 1 | 0 | 24 | 24 |
| PT-13..... | 2 | 41 | 1 | 0 | 3 | 3 |
| A75..... | 2 | 41 | 1 | 0 | 113 | 113 |
| PT-13B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| B75..... | 2 | 41 | 1 | 0 | 14 | 14 |
| N2S-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| E75..... | 2 | 41 | 1 | 0 | 300 | 300 |
| PT-13D..... | 2 | 41 | 1 | 0 | 26 | 26 |
| E75(N2S-5)..... | 2 | 41 | 1 | 0 | 2 | 2 |
| N2S-5..... | 2 | 41 | 1 | 0 | 4 | 4 |
| A75J1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A75L300..... | 2 | 41 | 1 | 0 | 34 | 34 |
| A75N1..... | 2 | 41 | 1 | 0 | 931 | 931 |
| PT-17..... | 2 | 41 | 1 | 0 | 42 | 42 |
| PT-17A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| N2S-1..... | 2 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| N2S-4..... | 2 | 41 | 1 | 0 | 3 | 3 |
| B75N1..... | 2 | 41 | 1 | 0 | 249 | 249 |
| N2S-3..... | 2 | 41 | 1 | 0 | 12 | 12 |
| D75N1..... | 2 | 41 | 1 | 0 | 37 | 37 |
| PT-27..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1B75A..... | 2 | 41 | 1 | 0 | 27 | 27 |
| E75N1..... | 2 | 41 | 1 | 0 | 87 | 87 |
| B-17F..... | 36 | 51 | 4 | 0 | 1 | 1 |
| B17-E..... | 36 | 51 | 4 | 0 | 1 | 1 |
| B-17G..... | 36 | 51 | 4 | 0 | 14 | 14 |
| P26..... | 1 | 41 | 1 | 0 | 1 | 1 |
| B-29..... | 11 | 51 | 4 | 0 | 3 | 3 |
| L-15..... | 2 | 41 | 1 | 0 | 1 | 1 |
| YL-15..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S307..... | 39 | 51 | 4 | 0 | 1 | 1 |
| KC-97G..... | 95 | 51 | 4 | 8 | 2 | 10 |
| KC-97L..... | 96 | 51 | 4 | 6 | 0 | 6 |
| C-97-G..... | 93 | 51 | 4 | 0 | 1 | 1 |
| C-97..... | 0 | 51 | 4 | 0 | 1 | 1 |
| 100..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 247D..... | 13 | 51 | 2 | 0 | 1 | 1 |
| A75-N1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17..... | 2 | 41 | 1 | 0 | 1 | 1 |
| E-75..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A75N1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| B75N1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A75N1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A75N1..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1,982 | 1,982 |
| F/W MULTI REC. ENG..... | — | 51 | — | 14 | 25 | 39 |
| TOTAL..... | — | — | — | 14 | 2,007 | 2,021 |
| BOLKOW | | | | | | |
| BOLKOW JR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BOLKOW JUNIOR 208..... | 2 | 41 | 1 | 0 | 9 | 9 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 10 | 10 |
| TOTAL..... | — | — | — | 0 | 10 | 10 |
| BREWSTER | | | | | | |
| FLEET 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET 2..... | 2 | 41 | 1 | 0 | 7 | 7 |
| FLEET 7..... | 2 | 41 | 1 | 0 | 5 | 5 |
| FLEET 8..... | 3 | 41 | 1 | 0 | 1 | 1 |
| FLEET 10..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 15 | 15 |
| TOTAL..... | — | — | — | 0 | 15 | 15 |
| BRITTEN NORMAN | | | | | | |
| BN-2A MK III..... | 18 | 51 | 3 | 5 | 1 | 6 |
| BN2A-2..... | 10 | 51 | 2 | 0 | 1 | 1 |
| BN 2A MKIII 2..... | 10 | 51 | 3 | 3 | 0 | 3 |
| BN-2B-20..... | 10 | 51 | 2 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| BN-2 ISLANDER..... | 10 | 51 | 2 | 0 | 3 | 3 |
| BN-2A..... | 10 | 51 | 2 | 4 | 9 | 13 |
| BN-2A-6..... | 10 | 51 | 2 | 1 | 1 | 2 |
| BN-2A-7..... | 10 | 51 | 2 | 0 | 2 | 2 |
| BN-2A-8..... | 10 | 51 | 2 | 6 | 10 | 16 |
| BN-2A-9..... | 10 | 51 | 2 | 1 | 1 | 2 |
| BN-2A-3..... | 10 | 51 | 2 | 0 | 14 | 14 |
| BN-2A-20..... | 10 | 51 | 2 | 1 | 0 | 1 |
| BN-2A-21..... | 10 | 51 | 2 | 2 | 5 | 7 |
| BN2A-26 ISLANDER..... | 10 | 51 | 2 | 7 | 15 | 22 |
| BN-2A-27..... | 10 | 51 | 2 | 0 | 2 | 2 |
| BN-2B-21..... | 10 | 51 | 2 | 0 | 1 | 1 |
| BN-2B-26..... | 10 | 51 | 2 | 2 | 1 | 3 |
| F/W MULTI REC. ENG..... | — | 51 | — | 32 | 67 | 99 |
| TOTAL..... | — | — | — | 32 | 67 | 99 |
| BRUNNER-WINKLE | | | | | | |
| BIRD A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| BUHL | | | | | | |
| CA-3C..... | 3 | 41 | 1 | 0 | 1 | 1 |
| LA-1..... | 1 | 41 | 1 | 0 | 11 | 11 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 12 | 12 |
| TOTAL..... | — | — | — | 0 | 12 | 12 |
| BUSHMASTER | | | | | | |
| 2000..... | 17 | 51 | 3 | 0 | 2 | 2 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| BUTLER AIRCRAFT COMPANY | | | | | | |
| AEROSTAR 600..... | 6 | 51 | 2 | 0 | 5 | 5 |
| AEROSTAR 601..... | 6 | 51 | 2 | 0 | 12 | 12 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 17 | 17 |
| TOTAL..... | — | — | — | 0 | 17 | 17 |
| BUTLER AIRCRAFT CORPORATION | | | | | | |
| BLACK HAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| C.A.S.A. | | | | | | |
| BU131..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| CALLAIR | | | | | | |
| A..... | 2 | 41 | 1 | 0 | 7 | 7 |
| A-2..... | 2 | 41 | 1 | 0 | 10 | 10 |
| A-3..... | 2 | 41 | 1 | 0 | 9 | 9 |
| A-4..... | 2 | 41 | 1 | 0 | 7 | 7 |
| A-5..... | 2 | 41 | 1 | 0 | 12 | 12 |
| A-5T..... | 2 | 41 | 1 | 0 | 2 | 2 |
| A-6..... | 2 | 41 | 1 | 0 | 7 | 7 |
| A-7T..... | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A-9..... | 2 | 41 | 1 | 0 | 42 | 42 |
| A-9A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| S-1A-65F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1B1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 104 | 104 |
| TOTAL..... | — | — | — | 0 | 104 | 104 |
| CAMAIR | | | | | | |
| 480..... | 4 | 51 | 2 | 0 | 12 | 12 |
| 480C..... | 4 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 13 | 13 |
| TOTAL..... | — | — | — | 0 | 13 | 13 |
| CANADIAN CAR & FOUNDRY | | | | | | |
| HARVARD MK II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| HARVARD MK IV..... | 2 | 41 | 1 | 0 | 49 | 49 |
| NORSEMAN MARK V..... | 10 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 53 | 53 |
| TOTAL..... | — | — | — | 0 | 53 | 53 |
| CESSNA | | | | | | |
| DC-6A..... | 4 | 41 | 1 | 0 | 1 | 1 |
| AW..... | 4 | 41 | 1 | 0 | 5 | 5 |
| C-34..... | 4 | 41 | 1 | 0 | 9 | 9 |
| C-37..... | 4 | 41 | 1 | 0 | 11 | 11 |
| C-38..... | 4 | 41 | 1 | 0 | 5 | 5 |
| C-145..... | 4 | 41 | 1 | 0 | 7 | 7 |
| C-165..... | 4 | 41 | 1 | 0 | 23 | 23 |
| T-50..... | 5 | 51 | 2 | 0 | 63 | 63 |
| UC-78..... | 5 | 51 | 2 | 0 | 4 | 4 |
| UC-78B..... | 5 | 51 | 2 | 0 | 1 | 1 |
| JRC-1..... | 5 | 51 | 2 | 0 | 1 | 1 |
| 120..... | 2 | 41 | 1 | 0 | 855 | 855 |
| 140..... | 2 | 41 | 1 | 0 | 2,095 | 2,095 |
| 140A..... | 2 | 41 | 1 | 0 | 266 | 266 |
| 150..... | 2 | 41 | 1 | 0 | 570 | 570 |
| 150A..... | 2 | 41 | 1 | 0 | 168 | 168 |
| 150B..... | 2 | 41 | 1 | 0 | 174 | 174 |
| 150C..... | 2 | 41 | 1 | 0 | 226 | 226 |
| 150D..... | 2 | 41 | 1 | 0 | 383 | 383 |
| 150E..... | 2 | 41 | 1 | 0 | 448 | 448 |
| 150F..... | 2 | 41 | 1 | 0 | 1,708 | 1,708 |
| 150G..... | 2 | 41 | 1 | 0 | 1,600 | 1,600 |
| 150H..... | 2 | 41 | 1 | 0 | 1,243 | 1,243 |
| 150J..... | 2 | 41 | 1 | 0 | 1,092 | 1,092 |
| 150K..... | 2 | 41 | 1 | 0 | 543 | 543 |
| A150K..... | 2 | 41 | 1 | 0 | 100 | 100 |
| 150L..... | 2 | 41 | 1 | 0 | 2,440 | 2,440 |
| A150L..... | 2 | 41 | 1 | 0 | 123 | 123 |
| 150M..... | 2 | 41 | 1 | 0 | 2,524 | 2,524 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A150M | 2 | 41 | 1 | 0 | 112 | 112 |
| 152 | 2 | 41 | 1 | 0 | 4,646 | 4,646 |
| A152 | 2 | 41 | 1 | 0 | 117 | 117 |
| P172D | 4 | 41 | 1 | 0 | 36 | 36 |
| 170 | 4 | 41 | 1 | 0 | 354 | 354 |
| 170A | 4 | 41 | 1 | 0 | 628 | 628 |
| 170B | 4 | 41 | 1 | 0 | 1,506 | 1,506 |
| 172 | 4 | 41 | 1 | 0 | 2,409 | 2,409 |
| 172A | 4 | 41 | 1 | 0 | 572 | 572 |
| 172B | 4 | 41 | 1 | 0 | 511 | 511 |
| 172C | 4 | 41 | 1 | 0 | 473 | 473 |
| 172D | 4 | 41 | 1 | 0 | 595 | 595 |
| 172E | 4 | 41 | 1 | 0 | 754 | 754 |
| R172E | 4 | 41 | 1 | 0 | 141 | 141 |
| 172F | 4 | 41 | 1 | 0 | 986 | 986 |
| T-41B | 4 | 41 | 1 | 0 | 9 | 9 |
| 172M | 4 | 41 | 1 | 0 | 4,737 | 4,737 |
| 172G | 4 | 41 | 1 | 0 | 926 | 926 |
| R172G | 4 | 41 | 1 | 0 | 8 | 8 |
| 172H | 4 | 41 | 1 | 0 | 1,041 | 1,041 |
| 172I | 4 | 41 | 1 | 0 | 442 | 442 |
| R172J | 4 | 41 | 1 | 0 | 1 | 1 |
| 172K | 4 | 41 | 1 | 0 | 1,386 | 1,386 |
| R172K | 4 | 41 | 1 | 0 | 879 | 879 |
| 172L | 4 | 41 | 1 | 0 | 1,070 | 1,070 |
| 172N | 4 | 41 | 1 | 0 | 4,587 | 4,587 |
| 172P | 4 | 41 | 1 | 0 | 1,777 | 1,777 |
| 172Q | 4 | 41 | 1 | 0 | 29 | 29 |
| 172RG | 4 | 41 | 1 | 0 | 807 | 807 |
| 175 | 4 | 41 | 1 | 0 | 760 | 760 |
| 175A | 4 | 41 | 1 | 0 | 347 | 347 |
| 175B | 4 | 41 | 1 | 0 | 140 | 140 |
| 175C | 4 | 41 | 1 | 0 | 62 | 62 |
| 180 | 4 | 41 | 1 | 0 | 1,265 | 1,265 |
| 180A | 4 | 41 | 1 | 0 | 228 | 228 |
| 180B | 4 | 41 | 1 | 0 | 100 | 100 |
| 180C | 4 | 41 | 1 | 0 | 62 | 62 |
| 180D | 4 | 41 | 1 | 0 | 51 | 51 |
| 180E | 4 | 41 | 1 | 0 | 38 | 38 |
| 180F | 4 | 41 | 1 | 0 | 48 | 48 |
| 180G | 6 | 41 | 1 | 0 | 47 | 47 |
| 180H | 6 | 41 | 1 | 0 | 366 | 366 |
| 180J | 6 | 41 | 1 | 0 | 278 | 278 |
| 180K | 6 | 41 | 1 | 0 | 295 | 295 |
| 182 | 4 | 41 | 1 | 0 | 580 | 580 |
| 182A | 4 | 41 | 1 | 0 | 1,008 | 1,008 |
| 182B | 4 | 41 | 1 | 0 | 514 | 514 |
| 182C | 4 | 41 | 1 | 0 | 378 | 378 |
| 182D | 4 | 41 | 1 | 0 | 337 | 337 |
| 182E | 4 | 41 | 1 | 0 | 480 | 480 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 182F..... | 4 | 41 | 1 | 0 | 372 | 372 |
| 182G..... | 4 | 41 | 1 | 0 | 477 | 477 |
| 182H..... | 4 | 41 | 1 | 0 | 517 | 517 |
| 182J..... | 4 | 41 | 1 | 0 | 562 | 562 |
| 182K..... | 4 | 41 | 1 | 0 | 508 | 508 |
| 182L..... | 4 | 41 | 1 | 0 | 510 | 510 |
| 182M..... | 4 | 41 | 1 | 0 | 501 | 501 |
| 182N..... | 4 | 41 | 1 | 0 | 403 | 403 |
| 182R..... | 4 | 41 | 1 | 0 | 584 | 584 |
| 182Q..... | 4 | 41 | 1 | 0 | 1,812 | 1,812 |
| 182RG..... | 4 | 41 | 1 | 0 | 5 | 5 |
| R182..... | 4 | 41 | 1 | 0 | 909 | 909 |
| TR182..... | 4 | 41 | 1 | 0 | 593 | 593 |
| T182..... | 4 | 41 | 1 | 0 | 59 | 59 |
| 185..... | 6 | 41 | 1 | 0 | 102 | 102 |
| 185A..... | 6 | 41 | 1 | 0 | 41 | 41 |
| 185B..... | 6 | 41 | 1 | 0 | 17 | 17 |
| 185C..... | 6 | 41 | 1 | 0 | 21 | 21 |
| 185D..... | 6 | 41 | 1 | 0 | 31 | 31 |
| 185E..... | 6 | 41 | 1 | 0 | 12 | 12 |
| A185E..... | 6 | 41 | 1 | 0 | 248 | 248 |
| 185F..... | 6 | 41 | 1 | 0 | 1 | 1 |
| A185F..... | 6 | 41 | 1 | 0 | 1,118 | 1,118 |
| 190..... | 5 | 41 | 1 | 0 | 87 | 87 |
| 188..... | 1 | 41 | 1 | 0 | 54 | 54 |
| A188..... | 1 | 41 | 1 | 0 | 83 | 83 |
| A188B..... | 1 | 41 | 1 | 0 | 1,079 | 1,079 |
| 188A..... | 1 | 41 | 1 | 0 | 13 | 13 |
| 188B..... | 1 | 41 | 1 | 0 | 21 | 21 |
| A188A..... | 1 | 41 | 1 | 0 | 72 | 72 |
| B188B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| T188C..... | 1 | 41 | 1 | 0 | 213 | 213 |
| 195..... | 5 | 41 | 1 | 0 | 250 | 250 |
| LC-126B..... | 5 | 41 | 1 | 0 | 1 | 1 |
| LC-126C..... | 5 | 41 | 1 | 0 | 3 | 3 |
| 195A..... | 5 | 41 | 1 | 0 | 129 | 129 |
| 195B..... | 5 | 41 | 1 | 0 | 127 | 127 |
| 210-5(205)..... | 6 | 41 | 1 | 0 | 193 | 193 |
| 210-5A(205A)..... | 6 | 41 | 1 | 0 | 44 | 44 |
| 206..... | 6 | 41 | 1 | 0 | 108 | 108 |
| P206..... | 6 | 41 | 1 | 0 | 91 | 91 |
| U206..... | 6 | 41 | 1 | 0 | 88 | 88 |
| P206A..... | 6 | 41 | 1 | 0 | 56 | 56 |
| P206B..... | 6 | 41 | 1 | 0 | 47 | 47 |
| TP206A..... | 6 | 41 | 1 | 0 | 15 | 15 |
| TP206B..... | 6 | 41 | 1 | 0 | 13 | 13 |
| P206C..... | 6 | 41 | 1 | 0 | 41 | 41 |
| TP206C..... | 6 | 41 | 1 | 0 | 14 | 14 |
| U206A..... | 6 | 41 | 1 | 0 | 41 | 41 |
| TU206A..... | 6 | 41 | 1 | 0 | 30 | 30 |

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PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| U206B..... | 6 | 41 | 1 | 0 | 64 | 64 |
| TU206B..... | 6 | 41 | 1 | 0 | 30 | 30 |
| U206C..... | 6 | 41 | 1 | 0 | 68 | 68 |
| U206F..... | 6 | 41 | 1 | 0 | 392 | 392 |
| TU206C..... | 6 | 41 | 1 | 0 | 30 | 30 |
| P206D..... | 6 | 41 | 1 | 0 | 34 | 34 |
| TP206D..... | 6 | 41 | 1 | 0 | 8 | 8 |
| U206D..... | 6 | 41 | 1 | 0 | 35 | 35 |
| TU206D..... | 6 | 41 | 1 | 0 | 19 | 19 |
| P206E..... | 6 | 41 | 1 | 0 | 11 | 11 |
| TP206E..... | 6 | 41 | 1 | 0 | 5 | 5 |
| U206E..... | 6 | 41 | 1 | 0 | 61 | 61 |
| TU206E..... | 6 | 41 | 1 | 0 | 17 | 17 |
| U206F..... | 6 | 41 | 1 | 0 | 192 | 192 |
| U206G..... | 6 | 41 | 1 | 0 | 577 | 577 |
| TU206G..... | 6 | 41 | 1 | 0 | 514 | 514 |
| 210..... | 4 | 41 | 1 | 0 | 384 | 384 |
| 210-5..... | 6 | 41 | 1 | 0 | 65 | 65 |
| 210-5A..... | 6 | 41 | 1 | 0 | 15 | 15 |
| 210A..... | 4 | 41 | 1 | 0 | 155 | 155 |
| 210B..... | 4 | 41 | 1 | 0 | 151 | 151 |
| 210C..... | 4 | 41 | 1 | 0 | 90 | 90 |
| 210D..... | 4 | 41 | 1 | 0 | 187 | 187 |
| 210E..... | 4 | 41 | 1 | 0 | 128 | 128 |
| 210F..... | 4 | 41 | 1 | 0 | 63 | 63 |
| T210F..... | 4 | 41 | 1 | 0 | 123 | 123 |
| 210G..... | 4 | 41 | 1 | 0 | 73 | 73 |
| T210G..... | 4 | 41 | 1 | 0 | 72 | 72 |
| 210H..... | 4 | 41 | 1 | 0 | 69 | 69 |
| T210H..... | 4 | 41 | 1 | 0 | 53 | 53 |
| 210J..... | 4 | 41 | 1 | 0 | 81 | 81 |
| T210J..... | 4 | 41 | 1 | 0 | 35 | 35 |
| 210K..... | 6 | 41 | 1 | 0 | 92 | 92 |
| T210K..... | 6 | 41 | 1 | 0 | 59 | 59 |
| 210L..... | 6 | 41 | 1 | 0 | 515 | 515 |
| T210L..... | 6 | 41 | 1 | 0 | 625 | 625 |
| 210M..... | 6 | 41 | 1 | 0 | 251 | 251 |
| T210M..... | 6 | 41 | 1 | 0 | 698 | 698 |
| 210N..... | 6 | 41 | 1 | 0 | 205 | 205 |
| P210N..... | 6 | 41 | 1 | 1 | 587 | 588 |
| P210R..... | 6 | 41 | 1 | 0 | 29 | 29 |
| T210N..... | 6 | 41 | 1 | 0 | 891 | 891 |
| 210R..... | 6 | 41 | 1 | 0 | 6 | 6 |
| T210R..... | 6 | 41 | 1 | 0 | 50 | 50 |
| 207..... | 6 | 41 | 1 | 0 | 79 | 79 |
| 207A..... | 6 | 41 | 1 | 0 | 151 | 151 |
| T207..... | 6 | 41 | 1 | 0 | 30 | 30 |
| T207A..... | 6 | 41 | 1 | 0 | 70 | 70 |
| 177..... | 4 | 41 | 1 | 0 | 647 | 647 |
| 177A..... | 4 | 41 | 1 | 0 | 117 | 117 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 177B..... | 4 | 41 | 1 | 0 | 996 | 996 |
| 177RG..... | 4 | 41 | 1 | 0 | 997 | 997 |
| 303..... | 4 | 51 | 2 | 0 | 3 | 3 |
| T303..... | 4 | 51 | 2 | 0 | 135 | 135 |
| 305..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A..... | 2 | 41 | 1 | 0 | 172 | 172 |
| L-19..... | 2 | 41 | 1 | 0 | 7 | 7 |
| L-19A..... | 2 | 41 | 1 | 0 | 9 | 9 |
| O-1A..... | 2 | 41 | 1 | 0 | 9 | 9 |
| O-2A..... | 6 | 51 | 2 | 0 | 19 | 19 |
| 305B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| O-2B..... | 6 | 51 | 2 | 0 | 1 | 1 |
| TO-1D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305C..... | 2 | 41 | 1 | 0 | 13 | 13 |
| L-19E..... | 2 | 41 | 1 | 0 | 31 | 31 |
| O-1E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305 D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305E..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 305F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 310..... | 5 | 51 | 2 | 0 | 310 | 310 |
| 310A..... | 5 | 51 | 2 | 0 | 49 | 49 |
| U-3A..... | 5 | 51 | 2 | 0 | 13 | 13 |
| U-3B..... | 6 | 51 | 2 | 0 | 3 | 3 |
| 310B..... | 5 | 51 | 2 | 0 | 113 | 113 |
| 310C..... | 5 | 51 | 2 | 0 | 140 | 140 |
| 310D..... | 5 | 51 | 2 | 0 | 139 | 139 |
| 310E..... | 5 | 51 | 2 | 0 | 10 | 10 |
| 310F..... | 5 | 51 | 2 | 0 | 86 | 86 |
| 310G..... | 6 | 51 | 2 | 0 | 89 | 89 |
| 310H..... | 6 | 51 | 2 | 0 | 87 | 87 |
| E310H..... | 6 | 51 | 2 | 0 | 5 | 5 |
| 310I..... | 6 | 51 | 2 | 0 | 130 | 130 |
| 310J..... | 6 | 51 | 2 | 0 | 132 | 132 |
| 310K..... | 6 | 51 | 2 | 0 | 163 | 163 |
| 310L..... | 6 | 51 | 2 | 0 | 124 | 124 |
| 310N..... | 6 | 51 | 2 | 0 | 111 | 111 |
| 310P..... | 6 | 51 | 2 | 2 | 92 | 94 |
| T-310P..... | 6 | 51 | 2 | 0 | 33 | 33 |
| 310Q..... | 6 | 51 | 2 | 2 | 396 | 398 |
| T310Q..... | 6 | 51 | 2 | 1 | 75 | 76 |
| 310R..... | 6 | 51 | 2 | 2 | 534 | 536 |
| T310R..... | 6 | 51 | 2 | 0 | 176 | 176 |
| 319..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 320..... | 5 | 51 | 2 | 0 | 57 | 57 |
| 320-1..... | 6 | 51 | 2 | 0 | 1 | 1 |
| 320A..... | 6 | 51 | 2 | 0 | 15 | 15 |
| 320B..... | 6 | 51 | 2 | 0 | 33 | 33 |
| 320C..... | 6 | 51 | 2 | 0 | 41 | 41 |
| 320D..... | 6 | 51 | 2 | 0 | 71 | 71 |
| 320E..... | 6 | 51 | 2 | 0 | 64 | 64 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 320F..... | 6 | 51 | 2 | 0 | 24 | 24 |
| 325..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 335..... | 6 | 51 | 2 | 0 | 41 | 41 |
| 336..... | 4 | 51 | 2 | 0 | 73 | 73 |
| 337..... | 6 | 51 | 2 | 0 | 110 | 110 |
| 337A..... | 6 | 51 | 2 | 0 | 112 | 112 |
| 337B..... | 6 | 51 | 2 | 0 | 86 | 86 |
| T337B..... | 6 | 51 | 2 | 0 | 31 | 31 |
| M337B..... | 6 | 51 | 2 | 0 | 18 | 18 |
| 337C..... | 6 | 51 | 2 | 0 | 73 | 73 |
| T337C..... | 6 | 51 | 2 | 0 | 27 | 27 |
| 337D..... | 6 | 51 | 2 | 0 | 73 | 73 |
| T337D..... | 6 | 51 | 2 | 0 | 22 | 22 |
| 337E..... | 6 | 51 | 2 | 0 | 45 | 45 |
| T337E..... | 6 | 51 | 2 | 0 | 20 | 20 |
| T337F..... | 6 | 51 | 2 | 0 | 9 | 9 |
| 337F..... | 6 | 51 | 2 | 0 | 45 | 45 |
| T337G..... | 6 | 51 | 2 | 0 | 195 | 195 |
| P337..... | 6 | 51 | 2 | 0 | 3 | 3 |
| 337G..... | 6 | 51 | 2 | 0 | 168 | 168 |
| P337H..... | 6 | 51 | 2 | 0 | 50 | 50 |
| 337H..... | 6 | 51 | 2 | 0 | 27 | 27 |
| T337H..... | 6 | 51 | 2 | 0 | 33 | 33 |
| 182P..... | 4 | 41 | 1 | 0 | 2,478 | 2,478 |
| 401..... | 8 | 51 | 2 | 0 | 93 | 93 |
| 401A..... | 8 | 51 | 2 | 1 | 73 | 74 |
| 401B..... | 8 | 51 | 2 | 0 | 52 | 52 |
| 402..... | 9 | 51 | 2 | 5 | 41 | 46 |
| 402A..... | 9 | 51 | 2 | 7 | 47 | 54 |
| 402B..... | 10 | 51 | 2 | 43 | 241 | 284 |
| 402C..... | 10 | 51 | 2 | 40 | 181 | 221 |
| 404..... | 8 | 51 | 2 | 3 | 122 | 125 |
| 411..... | 8 | 51 | 2 | 1 | 106 | 107 |
| 411A..... | 8 | 51 | 2 | 0 | 17 | 17 |
| 414A..... | 8 | 51 | 2 | 1 | 406 | 407 |
| 414..... | 8 | 51 | 2 | 1 | 339 | 340 |
| 421..... | 8 | 51 | 2 | 0 | 113 | 113 |
| 421A..... | 8 | 51 | 2 | 1 | 62 | 63 |
| 421B..... | 8 | 51 | 2 | 1 | 437 | 438 |
| 421C..... | 8 | 51 | 2 | 2 | 535 | 537 |
| 340..... | 6 | 51 | 2 | 0 | 250 | 250 |
| 340A..... | 6 | 51 | 2 | 2 | 609 | 611 |
| 305A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A(0-1A)..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 305A..... | 2 | 41 | 1 | 0 | 38 | 38 |
| 182G 460..... | 4 | 41 | 1 | 0 | 5 | 5 |
| 182H 460..... | 4 | 41 | 1 | 0 | 2 | 2 |
| 182K460..... | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA L-19A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 305A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 305A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 1 | 81,543 | 81,544 |
| F/W MULTI REC. ENG..... | — | 51 | — | 115 | 8,528 | 8,643 |
| TOTAL..... | — | — | — | 116 | 90,071 | 90,187 |
| CHAMPION | | | | | | |
| 7AC..... | 3 | 41 | 1 | 0 | 155 | 155 |
| 7BCM..... | 3 | 41 | 1 | 0 | 23 | 23 |
| 7CCM..... | 3 | 41 | 1 | 0 | 21 | 21 |
| 7DC..... | 3 | 41 | 1 | 0 | 8 | 8 |
| S7DC..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 7EC..... | 3 | 41 | 1 | 0 | 157 | 157 |
| 7ECA..... | 3 | 41 | 1 | 0 | 520 | 520 |
| S7EC..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 7FC..... | 3 | 41 | 1 | 0 | 205 | 205 |
| 7GC..... | 3 | 41 | 1 | 0 | 35 | 35 |
| 7GCA..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 7GCAA..... | 3 | 41 | 1 | 0 | 137 | 137 |
| 7GCB..... | 3 | 41 | 1 | 0 | 48 | 48 |
| 7GCBA..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 7GCBC..... | 3 | 41 | 1 | 0 | 159 | 159 |
| 7HC..... | 3 | 41 | 1 | 0 | 16 | 16 |
| 7JC..... | 3 | 41 | 1 | 0 | 3 | 3 |
| 7KC..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 7KCAB..... | 2 | 41 | 1 | 0 | 200 | 200 |
| AERONCA 7AC..... | 3 | 41 | 1 | 0 | 65 | 65 |
| AERONCA 7BCM..... | 3 | 41 | 1 | 0 | 25 | 25 |
| AERONCA 7CCM..... | 3 | 41 | 1 | 0 | 8 | 8 |
| AERONCA L-16B..... | 3 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7DC..... | 3 | 41 | 1 | 0 | 7 | 7 |
| AERONCA 7EC..... | 3 | 41 | 1 | 0 | 16 | 16 |
| AERONCA S7EC..... | 3 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7FC..... | 3 | 41 | 1 | 0 | 21 | 21 |
| AERONCA 7GC..... | 3 | 41 | 1 | 0 | 7 | 7 |
| AERONCA 7GCA..... | 3 | 41 | 1 | 0 | 2 | 2 |
| AERONCA 7GCB..... | 3 | 41 | 1 | 0 | 4 | 4 |
| AERONCA 7GCBA..... | 3 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7HC..... | 3 | 41 | 1 | 0 | 4 | 4 |
| 402..... | 2 | 51 | 2 | 0 | 13 | 13 |
| 8GCBC..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 8KCAB..... | 1 | 41 | 1 | 0 | 4 | 4 |
| AERONCA TL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1,863 | 1,863 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 13 | 13 |
| TOTAL..... | — | — | — | 0 | 1,876 | 1,876 |
| CHANCE VOUGHT | | | | | | |
| FG-1D..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F4U-4..... | 1 | 41 | 1 | 0 | 11 | 11 |
| F4U-5..... | 1 | 41 | 1 | 0 | 5 | 5 |

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| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| F4U-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| F4U-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 20 | 20 |
| TOTAL | — | — | — | 0 | 20 | 20 |
| CHAPMAN | | | | | | |
| CHAPMAN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| CHRISTEN INDUSTRIES INC | | | | | | |
| PITTS S1-T | 1 | 41 | 1 | 0 | 21 | 21 |
| PITTS S-2S | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS S-2B | 2 | 41 | 1 | 0 | 90 | 90 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 115 | 115 |
| TOTAL | — | — | — | 0 | 115 | 115 |
| CLARK | | | | | | |
| 1000 | 1 | 41 | 1 | 0 | 2 | 2 |
| 12 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| CLASSIC AIRCRAFT CORP | | | | | | |
| WACO YMF | 2 | 41 | 1 | 0 | 29 | 29 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 29 | 29 |
| TOTAL | — | — | — | 0 | 29 | 29 |
| COLONIAL | | | | | | |
| C-1 | 3 | 41 | 1 | 0 | 11 | 11 |
| C-2 | 4 | 41 | 1 | 0 | 8 | 8 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 19 | 19 |
| TOTAL | — | — | — | 0 | 19 | 19 |
| COLUMBIA AIRCRAFT | | | | | | |
| XJL-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| COMMAND-AIRE | | | | | | |
| 3C-3 | 3 | 41 | 1 | 0 | 3 | 3 |
| 3C-3A | 3 | 41 | 1 | 0 | 1 | 1 |
| 3C-3B | 3 | 41 | 1 | 0 | 1 | 1 |
| 5C-3 | 3 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 10 | 10 |
| COMMONWEALTH | | | | | | |
| REARWIN 175 | 2 | 41 | 1 | 0 | 2 | 2 |
| REARWIN 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| REARWIN 180F | 2 | 41 | 1 | 0 | 2 | 2 |
| REARWIN 185 | 2 | 41 | 1 | 0 | 26 | 26 |
| 185 | 2 | 41 | 1 | 0 | 80 | 80 |
| REARWIN 7000 | 2 | 41 | 1 | 0 | 1 | 1 |
| REARWIN 9000-L | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 115 | 115 |
| TOTAL | — | — | — | 0 | 115 | 115 |

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| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| CONS VULTEE/BASINGER | | | | | | |
| BT-13A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BT13..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B-24D..... | 12 | 51 | 4 | 0 | 1 | 1 |
| PBY-5A..... | 4 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| CONSOLIDATED AERONAUTICS INC | | | | | | |
| LAKE MODEL 250..... | 1 | 41 | 1 | 0 | 3 | 3 |
| LAKE LA-4..... | 4 | 41 | 1 | 0 | 24 | 24 |
| LAKE LA-4-200..... | 4 | 41 | 1 | 0 | 218 | 218 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 245 | 245 |
| TOTAL..... | — | — | — | 0 | 245 | 245 |
| CONSOLIDATED VULTEE | | | | | | |
| BT-13..... | 2 | 41 | 1 | 0 | 15 | 15 |
| BT-13A..... | 2 | 41 | 1 | 0 | 63 | 63 |
| SNV-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B (SNV-2)..... | 2 | 41 | 1 | 0 | 17 | 17 |
| SNV-2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| BT-15..... | 2 | 41 | 1 | 0 | 11 | 11 |
| L-13..... | 2 | 41 | 1 | 0 | 6 | 6 |
| L-13B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| RLB30..... | 3 | 51 | 4 | 0 | 1 | 1 |
| P4Y-2..... | 4 | 51 | 4 | 0 | 6 | 6 |
| PBY-5A..... | 4 | 51 | 2 | 0 | 10 | 10 |
| PBY-6A..... | 4 | 51 | 2 | 0 | 4 | 4 |
| 28-5ACF..... | 25 | 51 | 2 | 0 | 8 | 8 |
| L-13A..... | 2 | 41 | 1 | 0 | 10 | 10 |
| 28-5ACF..... | 4 | 51 | 2 | 0 | 3 | 3 |
| XC-99..... | 415 | 51 | 6 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 129 | 129 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 33 | 33 |
| TOTAL..... | — | — | — | 0 | 162 | 162 |
| 1.131..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 1.131E..... | 2 | 41 | 1 | 0 | 7 | 7 |
| CASA-352-L..... | 18 | 51 | 3 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 10 | 10 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 11 | 11 |
| CONVAIR | | | | | | |
| BT-13..... | 2 | 41 | 1 | 0 | 7 | 7 |
| BT-13A..... | 2 | 41 | 1 | 0 | 16 | 16 |
| SNV-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BT-15..... | 2 | 41 | 1 | 0 | 7 | 7 |
| B-24J..... | 12 | 51 | 4 | 0 | 1 | 1 |
| 240..... | 42 | 51 | 2 | 6 | 9 | 15 |
| 240-0..... | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-3..... | 42 | 51 | 2 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
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| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| 240-4..... | 42 | 51 | 2 | 1 | 2 | 3 |
| 240-5..... | 42 | 51 | 2 | 1 | 1 | 2 |
| 240-13..... | 42 | 51 | 2 | 1 | 0 | 1 |
| 240-14..... | 42 | 51 | 2 | 1 | 1 | 2 |
| 240-21..... | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-23..... | 42 | 51 | 2 | 1 | 0 | 1 |
| 240-53..... | 42 | 51 | 2 | 2 | 1 | 3 |
| 240-27..... | 42 | 51 | 2 | 5 | 2 | 7 |
| 240-52..... | 42 | 51 | 2 | 1 | 0 | 1 |
| T-29B..... | 42 | 51 | 2 | 0 | 7 | 7 |
| VT-29B..... | 42 | 51 | 2 | 0 | 2 | 2 |
| AT-29C..... | 42 | 51 | 2 | 0 | 1 | 1 |
| VT-29D..... | 42 | 51 | 2 | 0 | 1 | 1 |
| T-29D..... | 8 | 51 | 2 | 0 | 2 | 2 |
| 340..... | 46 | 51 | 2 | 10 | 11 | 21 |
| 340-31..... | 46 | 51 | 2 | 1 | 1 | 2 |
| 340-32..... | 46 | 51 | 2 | 1 | 1 | 2 |
| 340-37..... | 46 | 51 | 2 | 1 | 0 | 1 |
| 340-62..... | 46 | 51 | 2 | 0 | 1 | 1 |
| C-131A..... | 48 | 51 | 2 | 0 | 1 | 1 |
| 440..... | 54 | 51 | 2 | 10 | 15 | 25 |
| C-131B..... | 48 | 51 | 2 | 0 | 4 | 4 |
| HC-131A..... | 48 | 51 | 2 | 0 | 6 | 6 |
| C-131E..... | 54 | 51 | 2 | 1 | 2 | 3 |
| C-131F..... | 54 | 51 | 2 | 0 | 2 | 2 |
| C-131H..... | 54 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 34 | 34 |
| F/W MULTI REC. ENG..... | — | 51 | — | 43 | 78 | 121 |
| TOTAL..... | — | — | — | 43 | 112 | 155 |
| CULVER | | | | | | |
| LCA..... | 2 | 41 | 1 | 0 | 41 | 41 |
| LFA..... | 2 | 41 | 1 | 0 | 49 | 49 |
| V..... | 2 | 41 | 1 | 0 | 17 | 17 |
| PQ-14A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PQ-14B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 111 | 111 |
| TOTAL..... | — | — | — | 0 | 111 | 111 |
| CUNNINGHAM HALL | | | | | | |
| PT-6F..... | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| CURTISS ROBERTSON | | | | | | |
| ROBIN J-1..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| CURTISS WRIGHT | | | | | | |
| A22..... | 2 | 41 | 1 | 0 | 2 | 2 |
| FLEDGLING..... | 2 | 41 | 1 | 0 | 5 | 5 |
| JR CW1..... | 2 | 41 | 1 | 0 | 26 | 26 |
| JN4C..... | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| JN4D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBIN | 3 | 41 | 1 | 0 | 23 | 23 |
| ROBIN C-1 | 3 | 41 | 1 | 0 | 10 | 10 |
| ROBIN C-2 | 3 | 41 | 1 | 0 | 1 | 1 |
| ROBIN J-1 | 3 | 41 | 1 | 0 | 2 | 2 |
| SEDAN 15-D | 4 | 41 | 1 | 0 | 3 | 3 |
| TRAVEL AIR 4-D | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR D-4-D | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 6-B | 6 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR 12-Q | 2 | 41 | 1 | 0 | 4 | 4 |
| TRAVEL AIR 12-W | 2 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR A-14-D | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR B-14-B | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR B-14-R | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 16-E | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 2000 | 3 | 41 | 1 | 0 | 14 | 14 |
| TRAVEL AIR 2000T | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 3000 | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 4000 | 3 | 41 | 1 | 0 | 64 | 64 |
| TRAVEL AIR B-4000 | 3 | 41 | 1 | 0 | 6 | 6 |
| TRAVEL AIR B9-4000 | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR C-4000 | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR D-4000 | 3 | 41 | 1 | 0 | 5 | 5 |
| TRAVEL AIR E-4000 | 3 | 41 | 1 | 0 | 9 | 9 |
| TRAVEL AIR L-4000 | 3 | 41 | 1 | 0 | 4 | 4 |
| TRAVEL AIR A-6000-A | 6 | 41 | 1 | 0 | 3 | 3 |
| TRAVEL AIR S-6000-B | 6 | 41 | 1 | 0 | 1 | 1 |
| O-52 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-40E | 1 | 41 | 1 | 0 | 7 | 7 |
| P-40N | 1 | 41 | 1 | 0 | 9 | 9 |
| C-46 | 65 | 51 | 2 | 0 | 4 | 4 |
| C-46A | 65 | 51 | 2 | 0 | 6 | 6 |
| C-46D | 65 | 51 | 2 | 0 | 3 | 3 |
| C-46F | 65 | 51 | 2 | 0 | 11 | 11 |
| C-46R | 65 | 51 | 2 | 0 | 1 | 1 |
| C-46 | 69 | 51 | 2 | 0 | 2 | 2 |
| C-46A | 69 | 51 | 2 | 0 | 1 | 1 |
| C-46F | 69 | 51 | 2 | 0 | 6 | 6 |
| C-46R | 69 | 51 | 2 | 0 | 3 | 3 |
| SB2C5 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-40N | 1 | 41 | 1 | 0 | 1 | 1 |
| JN-4-D JENNY | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 223 | 223 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 37 | 37 |
| TOTAL | — | — | — | 0 | 260 | 260 |
| CURTISS-ROBERTSON | | | | | | |
| 4C-1A | 3 | 41 | 1 | 0 | 1 | 1 |
| ROBIN | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/ Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 2 | 2 |
| CURTISS-WRIGHT | | | | | | |
| T-32-C CONDOR II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-40E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| SUPER AERO 45..... | 4 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| DART | | | | | | |
| G..... | 2 | 41 | 1 | 0 | 8 | 8 |
| GC..... | 2 | 41 | 1 | 0 | 9 | 9 |
| GK..... | 2 | 41 | 1 | 0 | 7 | 7 |
| GW..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 28 | 28 |
| TOTAL | — | — | — | 0 | 28 | 28 |
| DAVIS | | | | | | |
| D-1-K..... | 2 | 41 | 1 | 0 | 2 | 2 |
| D-1-W..... | 2 | 41 | 1 | 0 | 4 | 4 |
| D-1-66..... | 2 | 41 | 1 | 0 | 1 | 1 |
| V-3..... | 2 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 12 | 12 |
| TOTAL | — | — | — | 0 | 12 | 12 |
| DEE HOWARD COMPANY | | | | | | |
| 500..... | 21 | 51 | 2 | 0 | 4 | 4 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| DEHAVILLAND | | | | | | |
| BEAVER DHC-2 MK.1..... | 8 | 41 | 1 | 0 | 92 | 92 |
| DHC-2-L20A..... | 8 | 41 | 1 | 0 | 1 | 1 |
| BEAVER L-20A..... | 8 | 41 | 1 | 0 | 4 | 4 |
| BEAVER U-6A..... | 8 | 41 | 1 | 0 | 75 | 75 |
| BEAVER DHC-2 MK.2..... | 8 | 41 | 1 | 0 | 1 | 1 |
| BEAVER DHC-2..... | 8 | 41 | 1 | 0 | 43 | 43 |
| DHC-2-L-20..... | 8 | 41 | 1 | 0 | 8 | 8 |
| BEAVER U-6..... | 8 | 41 | 1 | 0 | 4 | 4 |
| OTTER DHC-3..... | 16 | 41 | 1 | 0 | 36 | 36 |
| OTTER U-1A..... | 19 | 41 | 1 | 0 | 3 | 3 |
| CARIBOU DHC-4..... | 32 | 51 | 2 | 0 | 3 | 3 |
| CARIBOU DHC 4A..... | 32 | 51 | 2 | 0 | 29 | 29 |
| C-7A..... | 22 | 51 | 2 | 0 | 6 | 6 |
| DH104 DOVE 1A..... | 13 | 51 | 2 | 0 | 1 | 1 |
| DH104 DOVE 2A..... | 13 | 51 | 2 | 0 | 1 | |
| DH104 DOVE 5A..... | 13 | 51 | 2 | 0 | 8 | 8 |
| DH104 DOVE 6A..... | 13 | 51 | 2 | 0 | 14 | 14 |
| DH104 DOVE 6BA..... | 13 | 51 | 2 | 0 | 3 | 3 |
| DH104 DOVE 7A..... | 13 | 51 | 2 | 0 | 2 | 2 |
| DH104 DOVE 8A..... | 13 | 51 | 2 | 0 | 1 | 1 |
| DH112 VENOM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| D H 114 HERON 2DA..... | 19 | 51 | 4 | 0 | 5 | 5 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DH-114 | 19 | 51 | 4 | 0 | 6 | 6 |
| DH 114 HERON 2X | 19 | 51 | 4 | 0 | 24 | 24 |
| GYPSY MOTH | 2 | 41 | 1 | 0 | 2 | 2 |
| GIPSY MOTH DH.60G | 2 | 41 | 1 | 0 | 3 | 3 |
| PUSS MOTH 80A | 3 | 41 | 1 | 0 | 1 | 1 |
| TIGER MOTH DH82 | 2 | 41 | 1 | 0 | 1 | 1 |
| TIGER MOTH DH 82A | 2 | 41 | 1 | 0 | 84 | 84 |
| TIGER MOTH DH-82C | 2 | 41 | 1 | 0 | 9 | 9 |
| HORNET MOTH DH 87A | 4 | 41 | 1 | 0 | 1 | 1 |
| HORNET MOTH DH 87B | 4 | 41 | 1 | 0 | 1 | 1 |
| DH-94 MOTH MINOR | 4 | 41 | 1 | 0 | 1 | 1 |
| DH-89A | 4 | 41 | 1 | 0 | 2 | 2 |
| DH-89A MKIV | 4 | 51 | 2 | 0 | 1 | 1 |
| MOTH MINOR DH-94 | 4 | 41 | 1 | 0 | 1 | 1 |
| CHIPMUNK | 2 | 41 | 1 | 0 | 1 | 1 |
| DHC-1 | 2 | 41 | 1 | 0 | 16 | 16 |
| DHC-1 CHIPMUNK | 2 | 41 | 1 | 0 | 25 | 25 |
| DHC-1A CHIPMUNK | 2 | 41 | 1 | 0 | 1 | 1 |
| CHIPMUNK DHC-1T10 | 2 | 41 | 1 | 0 | 2 | 2 |
| DHC-1 T.MK. 10 | 2 | 41 | 1 | 0 | 8 | 8 |
| DHC-1 SERIES 22 | 2 | 41 | 1 | 0 | 16 | 16 |
| DHC-1 SERIES 23 | 1 | 41 | 1 | 0 | 1 | 1 |
| DHC-1B-2 | 2 | 41 | 1 | 0 | 11 | 11 |
| DHC-1B-2-S3 | 2 | 41 | 1 | 0 | 13 | 13 |
| DHC-1B-2-S5 | 2 | 41 | 1 | 0 | 15 | 15 |
| CHIPMUNK DH22 | 2 | 41 | 1 | 0 | 1 | 1 |
| CHIPMUNK 22A | 2 | 41 | 1 | 0 | 4 | 4 |
| CHIPMUNK T.10 MK-22 | 2 | 41 | 1 | 0 | 3 | 3 |
| DHM-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| DH84A DRAGON | 4 | 51 | 2 | 0 | 1 | 1 |
| DHC-3 | 11 | 41 | 1 | 0 | 9 | 9 |
| DHC-2 | 7 | 41 | 1 | 0 | 45 | 45 |
| DHC2 MK I | 8 | 41 | 1 | 0 | 63 | 63 |
| DHC-2 | 6 | 41 | 1 | 0 | 1 | 1 |
| DHC-3 | 11 | 41 | 1 | 0 | 6 | 6 |
| DHC-2 | 8 | 41 | 1 | 0 | 6 | 6 |
| DHC-2 MK.I | 8 | 41 | 1 | 0 | 3 | 3 |
| DHC-2 BEAVER | 7 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 627 | 627 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 105 | 105 |
| TOTAL | — | — | — | 0 | 732 | 732 |
| DETROIT | | | | | | |
| PARKS P2A | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| DORNIER | | | | | | |
| DO28 A-1 | 8 | 51 | 2 | 0 | 5 | 5 |
| DO 27 | 8 | 41 | 1 | 0 | 1 | 1 |
| DO 27-Q6 | 8 | 41 | 1 | 0 | 1 | 1 |
| DO27A4 | 8 | 41 | 1 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 27Q5 | 3 | 41 | 1 | 0 | 1 | 1 |
| DO 28 D-1 | 15 | 51 | 2 | 0 | 3 | 3 |
| BU 133 | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 7 | 7 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 15 | 15 |
| DOUGLAS | | | | | | |
| DOLPHIN 8 | 8 | 51 | 2 | 0 | 1 | 1 |
| A-20B | 6 | 51 | 2 | 0 | 1 | 1 |
| A-20G | 6 | 51 | 2 | 0 | 2 | 2 |
| SBD-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| A-26 | 6 | 51 | 2 | 0 | 2 | 2 |
| A-26B | 6 | 51 | 2 | 0 | 17 | 17 |
| A-26C | 6 | 51 | 2 | 0 | 12 | 12 |
| B-26 | 6 | 51 | 2 | 0 | 4 | 4 |
| B-26B | 6 | 51 | 2 | 0 | 10 | 10 |
| TB-26B | 6 | 51 | 2 | 0 | 1 | 1 |
| B-26C | 6 | 51 | 2 | 0 | 6 | 6 |
| TB-26C | 6 | 51 | 2 | 0 | 1 | 1 |
| RB-26C | 6 | 51 | 2 | 0 | 3 | 3 |
| B-23 | 5 | 51 | 2 | 0 | 2 | 2 |
| DC2 | 18 | 51 | 2 | 0 | 2 | 2 |
| DC3 | 32 | 51 | 2 | 3 | 82 | 85 |
| DC3-G102A | 32 | 51 | 2 | 0 | 5 | 5 |
| DC3-G202A | 32 | 51 | 2 | 3 | 16 | 19 |
| DC3A | 32 | 51 | 2 | 1 | 46 | 47 |
| DC3A-SC3G | 32 | 51 | 2 | 0 | 1 | 1 |
| DC3A 1830-94 | 32 | 51 | 2 | 1 | 1 | 2 |
| DC-3A-S1C3G | 32 | 51 | 2 | 3 | 10 | 13 |
| DC3A-S4C4G | 32 | 51 | 2 | 1 | 5 | 6 |
| DC3C | 32 | 51 | 2 | 15 | 93 | 108 |
| DC3C-S1C3G | 32 | 51 | 2 | 5 | 34 | 39 |
| C-47D | 32 | 51 | 2 | 0 | 4 | 4 |
| C-47J | 32 | 51 | 2 | 0 | 4 | 4 |
| DC3C-S4C4G | 32 | 51 | 2 | 0 | 6 | 6 |
| C-47 | 32 | 51 | 2 | 0 | 40 | 40 |
| C-47A | 32 | 51 | 2 | 0 | 10 | 10 |
| DC3C-R-1830-90C | 32 | 51 | 2 | 0 | 6 | 6 |
| C-47B | 32 | 51 | 2 | 0 | 4 | 4 |
| DC3C 1830-94 | 32 | 51 | 2 | 3 | 16 | 19 |
| DC3C-R | 32 | 51 | 2 | 0 | 1 | 1 |
| C-117A | 32 | 51 | 2 | 0 | 1 | 1 |
| SUPER DC-3 | 32 | 51 | 2 | 0 | 1 | 1 |
| SUPER R4D-8 | 32 | 51 | 2 | 0 | 4 | 4 |
| VC-47D | 32 | 51 | 2 | 0 | 4 | 4 |
| C-117D | 32 | 51 | 2 | 0 | 8 | 8 |
| DAKOTA 4 | 32 | 51 | 2 | 0 | 1 | 1 |
| DC-4 | 60 | 51 | 4 | 0 | 3 | 3 |
| C-54 | 60 | 51 | 4 | 0 | 15 | 15 |
| C54A-DC | 60 | 51 | 4 | 0 | 3 | 3 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| C-54A..... | 60 | 51 | 4 | 0 | 1 | 1 |
| C54B-DC..... | 60 | 51 | 4 | 0 | 10 | 10 |
| C-54B..... | 60 | 51 | 4 | 0 | 3 | 3 |
| C54D-DC..... | 60 | 51 | 4 | 0 | 9 | 9 |
| C54-D..... | 60 | 51 | 4 | 0 | 8 | 8 |
| C54E-DC..... | 60 | 51 | 4 | 0 | 8 | 8 |
| C-54E..... | 60 | 51 | 4 | 0 | 6 | 6 |
| C54G-DC..... | 60 | 51 | 4 | 0 | 6 | 6 |
| C-54G..... | 60 | 51 | 4 | 0 | 10 | 10 |
| DC-6..... | 96 | 51 | 4 | 16 | 1 | 17 |
| DC-6A..... | 96 | 51 | 4 | 26 | 3 | 29 |
| R6D-1..... | 96 | 51 | 4 | 0 | 2 | 2 |
| C-118..... | 96 | 51 | 4 | 0 | 8 | 8 |
| C-118A..... | 96 | 51 | 4 | 0 | 22 | 22 |
| C-118B..... | 96 | 51 | 4 | 0 | 6 | 6 |
| DC-6B..... | 96 | 51 | 4 | 40 | 4 | 44 |
| DC-7..... | 102 | 51 | 4 | 8 | 0 | 8 |
| DC-7B..... | 102 | 51 | 4 | 9 | 1 | 10 |
| DC-7BF..... | 102 | 51 | 4 | 1 | 1 | 2 |
| DC-7C..... | 102 | 51 | 4 | 13 | 3 | 16 |
| DC-7CF..... | 102 | 51 | 4 | 1 | 0 | 1 |
| AD-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AD-4..... | 1 | 41 | 1 | 0 | 3 | 3 |
| AD-4N..... | 2 | 41 | 1 | 0 | 5 | 5 |
| AD-4W..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AD4-DW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| M-2..... | 3 | 41 | 1 | 0 | 1 | 1 |
| EA-1E..... | 7 | 41 | 1 | 0 | 2 | 2 |
| SBD-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 18 | 18 |
| F/W MULTI REC. ENG..... | — | 51 | — | 149 | 600 | 749 |
| TOTAL..... | — | — | — | 149 | 618 | 767 |
| DOWNER | | | | | | |
| BELLANCA 14-19..... | 4 | 41 | 1 | 0 | 7 | 7 |
| BELLANCA 14-19-2..... | 4 | 41 | 1 | 0 | 12 | 12 |
| BELLANCA 14-19-3..... | 4 | 41 | 1 | 0 | 18 | 18 |
| BELLANCA 14-19-3A..... | 4 | 41 | 1 | 0 | 10 | 10 |
| 14-19..... | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-2..... | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-3..... | 4 | 41 | 1 | 0 | 4 | 4 |
| 14-19-3A..... | 4 | 41 | 1 | 0 | 2 | 2 |
| REPUBLIC RC-3..... | 4 | 41 | 1 | 0 | 20 | 20 |
| RC-3..... | 4 | 41 | 1 | 0 | 6 | 6 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 85 | 85 |
| TOTAL..... | — | — | — | 0 | 85 | 85 |
| DOYLE | | | | | | |
| 0-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |

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PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No Engines | | | |
| DRIGGS | | | | | | |
| SKYLARK 3..... | 2 | 41 | 1 | 0 | 2 | 2 |
| DART II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| DRUINE | | | | | | |
| D-31..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| DURAMOLD | | | | | | |
| F46A..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| EAGLE AIRCRAFT CO | | | | | | |
| EAGLE DW-1..... | 1 | 41 | 1 | 0 | 70 | 70 |
| EAGLE DW-1..... | 1 | 41 | 1 | 0 | 10 | 10 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 80 | 80 |
| TOTAL..... | — | — | — | 0 | 80 | 80 |
| EAGLEROCK | | | | | | |
| A-1..... | 3 | 41 | 1 | 0 | 7 | 7 |
| A-2..... | 3 | 41 | 1 | 0 | 2 | 2 |
| A-3..... | 3 | 41 | 1 | 0 | 1 | 1 |
| COMB EAGLEROCK 3POLB..... | 3 | 41 | 1 | 0 | 2 | 2 |
| A-4..... | 3 | 41 | 1 | 0 | 1 | 1 |
| A-14..... | 3 | 41 | 1 | 0 | 1 | 1 |
| LONG WING EAGLEROCK..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 15 | 15 |
| TOTAL..... | — | — | — | 0 | 15 | 15 |
| EMIGH | | | | | | |
| TROJAN A-2..... | 2 | 41 | 1 | 0 | 14 | 14 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 14 | 14 |
| TOTAL..... | — | — | — | 0 | 14 | 14 |
| EMROTH-EMAIR | | | | | | |
| MA-1..... | 1 | 41 | 1 | 0 | 9 | 9 |
| MA-1B..... | 1 | 41 | 1 | 0 | 11 | 11 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 20 | 20 |
| TOTAL..... | — | — | — | 0 | 20 | 20 |
| ENGINEERING & RESEARCH | | | | | | |
| 415-C..... | 2 | 41 | 1 | 0 | 235 | 235 |
| 415-CD..... | 2 | 41 | 1 | 0 | 27 | 27 |
| 415-D..... | 2 | 41 | 1 | 0 | 35 | 35 |
| 415-E..... | 2 | 41 | 1 | 0 | 10 | 10 |
| 415-G..... | 2 | 41 | 1 | 0 | 3 | 3 |
| ERCOUPE 415-C..... | 2 | 41 | 1 | 0 | 413 | 413 |
| ERCOUPE 415-CD..... | 2 | 41 | 1 | 0 | 42 | 42 |
| ERCOUPE 415-D..... | 2 | 41 | 1 | 0 | 37 | 37 |
| ERCOUPE 415-E..... | 2 | 41 | 1 | 0 | 16 | 16 |
| ERCOUPE 415-G..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 415-C..... | 2 | 41 | 1 | 0 | 907 | 907 |
| 415-CD..... | 2 | 41 | 1 | 0 | 65 | 65 |

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PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 415-D | 2 | 41 | 1 | 0 | 105 | 105 |
| 415-E | 2 | 41 | 1 | 0 | 23 | 23 |
| 415-G | 2 | 41 | 1 | 0 | 7 | 7 |
| E | 1 | 41 | 1 | 0 | 27 | 27 |
| G | 2 | 41 | 1 | 0 | 29 | 29 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1,988 | 1,988 |
| TOTAL | — | — | — | 0 | 1,988 | 1,988 |
| EVANGEL AIR | | | | | | |
| 4500-300 | 2 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| FAIRCHILD | | | | | | |
| 22 C7A | 2 | 41 | 1 | 0 | 5 | 5 |
| 22 C7AM | 2 | 41 | 1 | 0 | 1 | 1 |
| 22 C7B | 2 | 41 | 1 | 0 | 6 | 6 |
| 22 C7D | 2 | 41 | 1 | 0 | 4 | 4 |
| 22 C7E | 2 | 41 | 1 | 0 | 2 | 2 |
| 22 C7F | 2 | 41 | 1 | 0 | 4 | 4 |
| 24 C8 | 3 | 41 | 1 | 0 | 2 | 2 |
| 24 C8A | 3 | 41 | 1 | 0 | 3 | 3 |
| 24 C8B | 3 | 41 | 1 | 0 | 1 | 1 |
| 24 C8C | 3 | 41 | 1 | 0 | 18 | 18 |
| 24 C8D | 3 | 41 | 1 | 0 | 1 | 1 |
| 24 C8E | 3 | 41 | 1 | 0 | 11 | 11 |
| 24 C8F | 3 | 41 | 1 | 0 | 9 | 9 |
| 24 H | 3 | 41 | 1 | 0 | 9 | 9 |
| 24 G | 4 | 41 | 1 | 0 | 24 | 24 |
| 24 J | 4 | 41 | 1 | 0 | 12 | 12 |
| 24 K | 4 | 41 | 1 | 0 | 7 | 7 |
| 24 KS | 4 | 41 | 1 | 0 | 1 | 1 |
| 24R-9 | 4 | 41 | 1 | 0 | 10 | 10 |
| 24R-40 | 4 | 41 | 1 | 0 | 9 | 9 |
| 24R-46 | 4 | 41 | 1 | 0 | 59 | 59 |
| 24R-46A | 4 | 41 | 1 | 0 | 15 | 15 |
| 24R-46S | 4 | 41 | 1 | 0 | 1 | 1 |
| 24W-9 | 4 | 41 | 1 | 0 | 12 | 12 |
| 24W-40 | 4 | 41 | 1 | 0 | 17 | 17 |
| 24W-41 | 4 | 41 | 1 | 0 | 2 | 2 |
| 24W-41A | 4 | 41 | 1 | 0 | 21 | 21 |
| 24W-46 | 4 | 41 | 1 | 0 | 63 | 63 |
| 24W-46S | 4 | 41 | 1 | 0 | 3 | 3 |
| 71 | 7 | 41 | 1 | 0 | 4 | 4 |
| FC-2-W2 | 7 | 41 | 1 | 0 | 4 | 4 |
| F-45 | 5 | 41 | 1 | 0 | 4 | 4 |
| KR-21 | 2 | 41 | 1 | 0 | 11 | 11 |
| KR-31 | 3 | 41 | 1 | 0 | 11 | 11 |
| KR-34B2 | 3 | 41 | 1 | 0 | 1 | 1 |
| KR-34C | 3 | 41 | 1 | 0 | 7 | 7 |
| M-62 | 2 | 41 | 1 | 0 | 7 | 7 |
| M-62A | 2 | 41 | 1 | 0 | 115 | 115 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| PT-19 | 2 | 41 | 1 | 0 | 5 | 5 |
| PT-19A | 2 | 41 | 1 | 0 | 5 | 5 |
| M-62A-3 | 2 | 41 | 1 | 0 | 59 | 59 |
| M-62A-4 | 2 | 41 | 1 | 0 | 9 | 9 |
| PT-26 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-26A | 2 | 41 | 1 | 0 | 3 | 3 |
| PT-26B | 2 | 41 | 1 | 0 | 1 | 1 |
| M-62B | 2 | 41 | 1 | 0 | 2 | 2 |
| M-62C | 2 | 41 | 1 | 0 | 37 | 37 |
| PT-23 | 2 | 41 | 1 | 0 | 2 | 2 |
| XNQ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| C-82 | 52 | 51 | 2 | 0 | 1 | 1 |
| C-82A | 52 | 51 | 2 | 1 | 0 | 1 |
| C-119 | 52 | 51 | 2 | 1 | 5 | 6 |
| C-119C | 52 | 51 | 2 | 0 | 4 | 4 |
| C-119G | 52 | 51 | 2 | 2 | 12 | 14 |
| C-119L | 52 | 51 | 2 | 0 | 1 | 1 |
| C-123 | 52 | 51 | 2 | 0 | 1 | 1 |
| C-123K | 52 | 51 | 5 | 0 | 13 | 13 |
| M62C F-23A | 2 | 41 | 1 | 0 | 7 | 7 |
| M-62CF-23B | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 631 | 631 |
| F/W MULTI REC. ENG | — | 51 | — | 4 | 37 | 41 |
| TOTAL | — | — | — | 4 | 668 | 672 |
| FAIREY AVIATION LTD | | | | | | |
| SWORDFISH-A/NA4 | 3 | 41 | 1 | 0 | 1 | 1 |
| FIREFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| A.E.W. | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| FALCON AIRCRAFT CORP | | | | | | |
| F-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| FLEET | | | | | | |
| 1 | 2 | 41 | 1 | 0 | 13 | 13 |
| 2 | 2 | 41 | 1 | 0 | 26 | 26 |
| 7 | 2 | 41 | 1 | 0 | 18 | 18 |
| 7-C | 2 | 41 | 1 | 0 | 1 | 1 |
| 8 | 3 | 41 | 1 | 0 | 1 | 1 |
| 9 | 2 | 41 | 1 | 0 | 2 | 2 |
| 10F | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 62 | 62 |
| TOTAL | — | — | — | 0 | 62 | 62 |
| 1 | 2 | 41 | 1 | 0 | 2 | 2 |
| 2 | 2 | 41 | 1 | 0 | 4 | 4 |
| FLEET 16B | 2 | 41 | 1 | 0 | 26 | 26 |
| FLEET 16B | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 33 | 33 |
| TOTAL | — | — | — | 0 | 33 | 33 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FLEETWINGS | | | | | | |
| F401..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| FLETCHER | | | | | | |
| FU-24A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| FLUG UND FAHRZEUGWERKE AG | | | | | | |
| BUCKER BU-131B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUECKER 133..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| FOCKE WULF | | | | | | |
| 44J STIEGLITZ..... | 2 | 41 | 1 | 0 | 4 | 4 |
| TA-152..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 5 | 5 |
| TOTAL..... | — | — | — | 0 | 5 | 5 |
| FOKKER | | | | | | |
| D-VII..... | 1 | 41 | 1 | 0 | 3 | 3 |
| D-VII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1 TRI-PLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| E-III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| S-11-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 9 | 9 |
| TOTAL..... | — | — | — | 0 | 9 | 9 |
| FORD | | | | | | |
| 4-AT-B..... | 14 | 51 | 3 | 0 | 2 | 2 |
| 4-AT-E..... | 14 | 51 | 3 | 0 | 4 | 4 |
| 5-AT-B..... | 17 | 51 | 3 | 0 | 4 | 4 |
| 5-AT-C..... | 17 | 51 | 3 | 0 | 2 | 2 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 12 | 12 |
| TOTAL..... | — | — | — | 0 | 12 | 12 |
| FORNEY | | | | | | |
| F-1..... | 2 | 41 | 1 | 0 | 75 | 75 |
| F-1A..... | 2 | 41 | 1 | 0 | 15 | 15 |
| 415-C..... | 2 | 41 | 1 | 0 | 38 | 38 |
| 415-CD..... | 2 | 41 | 1 | 0 | 5 | 5 |
| 415-D..... | 2 | 41 | 1 | 0 | 5 | 5 |
| E..... | 2 | 41 | 1 | 0 | 7 | 7 |
| G..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 147 | 147 |
| TOTAL..... | — | — | — | 0 | 147 | 147 |
| FOUND | | | | | | |
| CENTENNIAL 100..... | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| FRANKLIN | | | | | | |
| 90..... | 2 | 41 | 1 | 0 | 4 | 4 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| FUJI | | | | | | |
| LM I..... | 2 | 41 | 1 | 0 | 6 | 6 |
| LM II..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 9 | 9 |
| TOTAL | — | — | — | 0 | 9 | 9 |
| FUNK | | | | | | |
| C..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| B..... | 2 | 41 | 1 | 0 | 15 | 15 |
| B75L..... | 2 | 41 | 1 | 0 | 19 | 19 |
| B85C..... | 2 | 41 | 1 | 0 | 71 | 71 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 105 | 105 |
| TOTAL | — | — | — | 0 | 105 | 105 |
| GENERAL AIRCRAFT CO. LTD. | | | | | | |
| GENAIRCO..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| GENERAL AIRCRAFT CORP | | | | | | |
| G1-80..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ARISTOCRAFT 102-A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| GENERAL DYNAMICS CORP | | | | | | |
| 240-17..... | 42 | 51 | 2 | 1 | 0 | 1 |
| 240-53..... | 42 | 51 | 2 | 0 | 1 | 1 |
| 240..... | 42 | 51 | 2 | 0 | 6 | 6 |
| 240-27..... | 42 | 51 | 2 | 3 | 6 | 9 |
| T-29A..... | 42 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 4 | 14 | 18 |
| TOTAL | — | — | — | 4 | 14 | 18 |
| GLOBE | | | | | | |
| GC-1A..... | 2 | 41 | 1 | 0 | 44 | 44 |
| GC-1B..... | 2 | 41 | 1 | 0 | 437 | 437 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 481 | 481 |
| TOTAL | — | — | — | 0 | 481 | 481 |
| GOLDEN EAGLE | | | | | | |
| CHIEF..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| GOODYEAR | | | | | | |
| F2G..... | 3 | 41 | 1 | 0 | 1 | 1 |
| FG1D..... | 3 | 41 | 1 | 1 | 9 | 10 |
| F/W S-ENG REC. ENG | — | 41 | — | 1 | 10 | 11 |
| TOTAL | — | — | — | 1 | 10 | 11 |
| GRAY CHARLES B | | | | | | |
| LONG EZ..... | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| GREAT LAKES | | | | | | |
| 2T-1A-2..... | 2 | 41 | 1 | 0 | 127 | 127 |
| 2T-1..... | 2 | 41 | 1 | 0 | 10 | 10 |
| 2T-1(MENASCO SPECIAL)..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 2T-1A..... | 2 | 41 | 1 | 0 | 43 | 43 |
| 2T-1A-1..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 2T-1E..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 192 | 192 |
| TOTAL | — | — | — | 0 | 192 | 192 |
| GRUMAN | | | | | | |
| F6F-3..... | 2 | 41 | 1 | 0 | 3 | 3 |
| FM-2..... | 2 | 41 | 1 | 0 | 16 | 16 |
| AF-2S..... | 2 | 41 | 1 | 0 | 3 | 3 |
| ES-2D/G-89..... | 4 | 51 | 2 | 0 | 1 | 1 |
| J2F4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J2F6..... | 2 | 41 | 1 | 0 | 8 | 8 |
| TBM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TBM-3..... | 2 | 41 | 1 | 0 | 6 | 6 |
| TBM-3E..... | 2 | 41 | 1 | 0 | 30 | 30 |
| TBM-3U..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 16A..... | 8 | 51 | 2 | 0 | 2 | 2 |
| HU-16..... | 5 | 51 | 2 | 0 | 30 | 30 |
| HU 16A..... | 8 | 51 | 2 | 0 | 1 | 1 |
| HU-16B..... | 8 | 51 | 2 | 0 | 3 | 3 |
| HU-16C..... | 8 | 51 | 2 | 0 | 5 | 5 |
| HU-16D..... | 27 | 51 | 2 | 0 | 1 | 1 |
| HU 16E..... | 8 | 51 | 2 | 0 | 10 | 10 |
| F3F-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F6F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F6F-5..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F7F-3..... | 2 | 51 | 2 | 0 | 5 | 5 |
| G58B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F8F-1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F8F-2..... | 2 | 41 | 1 | 0 | 7 | 7 |
| S2F..... | 4 | 51 | 2 | 0 | 5 | 5 |
| S2F-1..... | 4 | 51 | 2 | 0 | 10 | 10 |
| S-2B..... | 2 | 51 | 2 | 0 | 5 | 5 |
| US-2C..... | 2 | 51 | 2 | 0 | 1 | 1 |
| S2F-1 (TS-2A)..... | 2 | 51 | 2 | 0 | 9 | 9 |
| S2F-3..... | 2 | 51 | 2 | 0 | 1 | 1 |
| TS-2A..... | 2 | 51 | 2 | 0 | 10 | 10 |
| G-21..... | 8 | 51 | 2 | 0 | 2 | 2 |
| G-21A..... | 8 | 51 | 2 | 0 | 51 | 51 |
| JRF-4..... | 8 | 51 | 2 | 0 | 1 | 1 |
| JRF-5..... | 8 | 51 | 2 | 0 | 1 | 1 |
| G-32A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| G-44..... | 5 | 51 | 2 | 0 | 57 | 57 |
| G-44A..... | 5 | 51 | 2 | 0 | 33 | 33 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCAN TYPE 30..... | 5 | 51 | 2 | 0 | 11 | 11 |
| G-164..... | 1 | 41 | 1 | 0 | 170 | 170 |
| G-164A..... | 1 | 41 | 1 | 0 | 204 | 204 |
| F6F-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| G-164A..... | 1 | 41 | 1 | 0 | 483 | 483 |
| G-164B..... | 1 | 41 | 1 | 0 | 365 | 365 |
| G-111..... | 27 | 51 | 2 | 0 | 8 | 8 |
| C-1A..... | 9 | 51 | 2 | 0 | 8 | 8 |
| UF-2..... | 27 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1,311 | 1,311 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 272 | 272 |
| TOTAL..... | — | — | — | 0 | 1,583 | 1,583 |
| GRUMMAN AMERICAN AVN. CORP | | | | | | |
| AA-1A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AA-1C..... | 2 | 41 | 1 | 0 | 144 | 144 |
| AA-1B..... | 2 | 41 | 1 | 0 | 369 | 369 |
| AA-5..... | 4 | 41 | 1 | 0 | 323 | 323 |
| AA-5B..... | 4 | 41 | 1 | 0 | 709 | 709 |
| AA-5A..... | 4 | 41 | 1 | 0 | 472 | 472 |
| G-164..... | 1 | 41 | 1 | 0 | 3 | 3 |
| G-164A..... | 1 | 41 | 1 | 0 | 3 | 3 |
| G-164B..... | 1 | 41 | 1 | 0 | 5 | 5 |
| GA-7..... | 4 | 51 | 2 | 0 | 51 | 51 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2,029 | 2,029 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 51 | 51 |
| TOTAL..... | — | — | — | 0 | 2,080 | 2,080 |
| GRUMMAN/LIBERTY | | | | | | |
| F8F-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F6F-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| G-164D..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TIGERCAT F7F-3..... | 2 | 51 | 2 | 0 | 1 | 1 |
| F9F-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 5 | 5 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 6 | 6 |
| GULFSTREAM AMERICAN CORP | | | | | | |
| AA-5A..... | 4 | 41 | 1 | 0 | 124 | 124 |
| AA-5B..... | 4 | 41 | 1 | 0 | 243 | 243 |
| GULFSTREAM AM G-164B..... | 1 | 41 | 1 | 0 | 63 | 63 |
| GULFSTREAM AM G-164D..... | 1 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 437 | 437 |
| TOTAL..... | — | — | — | 0 | 437 | 437 |
| HAGGLUND U. SONER | | | | | | |
| BUCKER BU-181..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| HAMILTON | | | | | | |
| T-28R-2..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HAMILTON METALPLANE | | | | | | |
| H47..... | 7 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| HARLOW | | | | | | |
| PJC-2..... | 4 | 41 | 1 | 0 | 6 | 6 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 6 | 6 |
| TOTAL..... | — | — | — | 0 | 6 | 6 |
| HARTMANN | | | | | | |
| WELCH OW5M..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| HAWKER | | | | | | |
| MK 11 SEA FURY..... | 1 | 41 | 1 | 0 | 5 | 5 |
| TEMPEST MK II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SEA FURY TMK 20..... | 1 | 41 | 1 | 0 | 21 | 21 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 27 | 27 |
| TOTAL..... | — | — | — | 0 | 27 | 27 |
| HAWKER SIDDELEY | | | | | | |
| MK 10 SEA FURY..... | 1 | 41 | 1 | 0 | 2 | 2 |
| HURRICANE MKIIB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| HAWKINS & POWERS | | | | | | |
| HP-B-377..... | 3 | 51 | 4 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| HEATH AVIATION | | | | | | |
| CNA-40..... | 1 | 41 | 1 | 0 | 3 | 3 |
| LNB-4..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 5 | 5 |
| TOTAL..... | — | — | — | 0 | 5 | 5 |
| HEINKEL | | | | | | |
| HE-III..... | 5 | 51 | 2 | 0 | 2 | 2 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| HELIO | | | | | | |
| H-391B..... | 4 | 41 | 1 | 0 | 22 | 22 |
| H-395..... | 5 | 41 | 1 | 0 | 16 | 16 |
| H-395A..... | 5 | 41 | 1 | 0 | 2 | 2 |
| H-250..... | 6 | 41 | 1 | 0 | 20 | 20 |
| H-295..... | 6 | 41 | 1 | 0 | 69 | 69 |
| HT-295..... | 6 | 41 | 1 | 0 | 16 | 16 |
| U-10A..... | 5 | 41 | 1 | 0 | 1 | 1 |
| USAF U-10B..... | 5 | 41 | 1 | 0 | 7 | 7 |
| USAF U-10D..... | 6 | 41 | 1 | 0 | 3 | 3 |
| H-391..... | 4 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 158 | 158 |
| TOTAL..... | — | — | — | 0 | 158 | 158 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HELTON | | | | | | |
| LARK 95..... | 1 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 7 | 7 |
| TOTAL..... | — | — | — | 0 | 7 | 7 |
| HIGGINSON | | | | | | |
| MONOPLANE TH-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| HISPANO AVIACION | | | | | | |
| A10B-37..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C4K(ME109)..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| HOWARD | | | | | | |
| DGA-15P..... | 5 | 41 | 1 | 0 | 7 | 7 |
| DGA-4..... | 5 | 41 | 1 | 0 | 1 | 1 |
| DGA-8..... | 5 | 41 | 1 | 0 | 1 | 1 |
| DGA-11..... | 5 | 41 | 1 | 0 | 5 | 5 |
| DGA-15J..... | 5 | 41 | 1 | 0 | 4 | 4 |
| DGA-15P..... | 5 | 41 | 1 | 0 | 85 | 85 |
| NH-1..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 104 | 104 |
| TOTAL..... | — | — | — | 0 | 104 | 104 |
| HUNTING AIRCRAFT LTD | | | | | | |
| PEMBROKE MK 51..... | 10 | 51 | 2 | 0 | 6 | 6 |
| P66 PEMBROKE..... | 14 | 51 | 2 | 0 | 3 | 3 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 9 | 9 |
| TOTAL..... | — | — | — | 0 | 9 | 9 |
| INLAND | | | | | | |
| R400..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W500..... | 2 | 41 | 1 | 0 | 4 | 4 |
| INLAND SPORT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 7 | 7 |
| TOTAL..... | — | — | — | 0 | 7 | 7 |
| INTERMOUNTAIN | | | | | | |
| CALLAIR A-9..... | 2 | 41 | 1 | 0 | 23 | 23 |
| CALLAIR A-9B..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CALLAIR B-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 29 | 29 |
| TOTAL..... | — | — | — | 0 | 29 | 29 |
| INTERSTATE | | | | | | |
| S-1A..... | 2 | 41 | 1 | 0 | 86 | 86 |
| S-1A-65F..... | 2 | 41 | 1 | 0 | 4 | 4 |
| S-1A-85F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90F..... | 2 | 41 | 1 | 0 | 7 | 7 |
| S-1B1..... | 2 | 41 | 1 | 0 | 23 | 23 |
| S-1B2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| L-6..... | 2 | 41 | 1 | 0 | 3 | 3 |
| L6 S1B1..... | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 127 | 127 |
| TOTAL | — | — | — | 0 | 127 | 127 |
| JAMIESON | | | | | | |
| J-1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| J-2-L1B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| JOHNSON | | | | | | |
| ROCKET 185..... | 2 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| JUNKERS | | | | | | |
| JU-52..... | 20 | 51 | 3 | 0 | 2 | 2 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| KAISER | | | | | | |
| F5..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| KEYSTONE AIRCRAFT | | | | | | |
| K84 COMMUTER..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| KINNER | | | | | | |
| PLAYBOY R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER B..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SPORTSTER B-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER K..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SPORTWING B-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| KLEMM-FLUGZEUGE, GMBH | | | | | | |
| 35D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| KREUTZER | | | | | | |
| K-5..... | 6 | 51 | 3 | 0 | 1 | 1 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| LAIRD | | | | | | |
| LC-B..... | 3 | 41 | 1 | 0 | 2 | 2 |
| LC-B-200..... | 3 | 41 | 1 | 0 | 1 | 1 |
| LC-1B-300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LC-DW500..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LAIRD SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| LAKE | | | | | | |
| LA-4..... | 4 | 41 | 1 | 0 | 81 | 81 |
| LA-4A..... | 4 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| LA-4P..... | 4 | 41 | 1 | 0 | 1 | 1 |
| LA-4-200..... | 4 | 41 | 1 | 0 | 112 | 112 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 195 | 195 |
| TOTAL..... | — | — | — | 0 | 195 | 195 |
| LANCASHIRE | | | | | | |
| EP.9 PROSPECTOR..... | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| LARK | | | | | | |
| 95..... | 1 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| LINCOLN | | | | | | |
| PT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-K..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PT-W..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1928..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 5 | 5 |
| TOTAL..... | — | — | — | 0 | 5 | 5 |
| LOCKHEED | | | | | | |
| B-34..... | 10 | 51 | 2 | 0 | 2 | 2 |
| PV-1..... | 10 | 51 | 2 | 0 | 13 | 13 |
| PV-2..... | 10 | 51 | 2 | 0 | 35 | 35 |
| P2V-5..... | 1 | 51 | 2 | 0 | 4 | 4 |
| P2V-5F..... | 1 | 51 | 2 | 0 | 8 | 8 |
| P2V-7..... | 1 | 51 | 2 | 0 | 29 | 29 |
| P-38J..... | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38L-5LD..... | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38L..... | 1 | 51 | 2 | 0 | 6 | 6 |
| P-38L-5..... | 1 | 51 | 2 | 0 | 2 | 2 |
| F-5G..... | 1 | 51 | 2 | 0 | 1 | 1 |
| VEGA 1..... | 5 | 41 | 1 | 0 | 1 | 1 |
| VEGA 2D..... | 5 | 41 | 1 | 0 | 1 | 1 |
| VEGA 5C..... | 7 | 41 | 1 | 0 | 2 | 2 |
| ELECTRA 10-A..... | 12 | 51 | 2 | 0 | 4 | 4 |
| ELECTRA 10-E..... | 12 | 51 | 2 | 0 | 2 | 2 |
| 12A..... | 8 | 51 | 2 | 0 | 18 | 18 |
| 18..... | 17 | 51 | 2 | 0 | 15 | 15 |
| LEARSTAR..... | 17 | 51 | 2 | 0 | 1 | 1 |
| 18-08..... | 17 | 51 | 2 | 0 | 2 | 2 |
| 18-50..... | 17 | 51 | 2 | 0 | 2 | 2 |
| 18-56..... | 17 | 51 | 2 | 0 | 43 | 43 |
| 49-46..... | 63 | 51 | 4 | 0 | 1 | 1 |
| 749-79..... | 63 | 51 | 4 | 0 | 1 | 1 |
| C-121A..... | 63 | 51 | 4 | 0 | 1 | 1 |
| 749A-79..... | 63 | 51 | 4 | 1 | 1 | 2 |
| 1049-53..... | 112 | 51 | 4 | 1 | 0 | 1 |
| 1049B-55..... | 112 | 51 | 4 | 0 | 1 | 1 |
| C-121C..... | 112 | 51 | 4 | 0 | 2 | 2 |
| 1049H..... | 112 | 51 | 4 | 2 | 1 | 3 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| C-121T | 112 | 51 | 4 | 0 | 2 | 2 |
| 1649A | 102 | 51 | 4 | 2 | 0 | 2 |
| 1649A-98 | 102 | 51 | 4 | 1 | 0 | 1 |
| QT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| YO-3A | 1 | 41 | 1 | 0 | 3 | 3 |
| SP-2H | 10 | 51 | 2 | 0 | 14 | 14 |
| 402-2 | 6 | 41 | 1 | 0 | 3 | 3 |
| P-38 | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38 | 1 | 51 | 2 | 0 | 1 | 1 |
| YO-3A | 1 | 41 | 1 | 0 | 1 | 1 |
| P-38G | 2 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 12 | 12 |
| F/W MULTI REC. ENG | — | 51 | — | 7 | 216 | 223 |
| TOTAL | — | — | — | 7 | 228 | 235 |
| LUSCOMBE | | | | | | |
| 8 | 2 | 41 | 1 | 0 | 16 | 16 |
| 8A | 2 | 41 | 1 | 0 | 1,167 | 1,167 |
| 8B | 2 | 41 | 1 | 0 | 17 | 17 |
| 8C | 2 | 41 | 1 | 0 | 49 | 49 |
| 8D | 2 | 41 | 1 | 0 | 14 | 14 |
| 8E | 2 | 41 | 1 | 0 | 420 | 420 |
| 8F | 2 | 41 | 1 | 0 | 151 | 151 |
| T-8F | 2 | 41 | 1 | 0 | 26 | 26 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1,860 | 1,860 |
| TOTAL | — | — | — | 0 | 1,860 | 1,860 |
| 11A | 4 | 41 | 1 | 0 | 25 | 25 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 25 | 25 |
| TOTAL | — | — | — | 0 | 25 | 25 |
| LUSCOMBE AIRPLANE CORP. | | | | | | |
| PHANTOM 1 | 2 | 41 | 1 | 0 | 6 | 6 |
| 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| MACCHI | | | | | | |
| LASA 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| AL 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| AL 60-B | 2 | 41 | 1 | 0 | 1 | 1 |
| AL60-F5 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| MAEL AIRCRAFT CORP | | | | | | |
| BURNS BA-42 | 6 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MARTIN | | | | | | |
| B-26 | 15 | 51 | 2 | 0 | 2 | 2 |
| B-26C | 15 | 51 | 2 | 0 | 1 | 1 |
| 202 | 42 | 51 | 2 | 0 | 1 | 1 |
| 404 | 52 | 51 | 2 | 5 | 25 | 30 |
| AM-1 MAULER | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AM-1 MAULER | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 2 | 2 |
| F/W MULTI REC. ENG. | — | 51 | — | 5 | 29 | 34 |
| TOTAL | — | — | — | 5 | 31 | 36 |
| MAULE | | | | | | |
| BEE DEE M-4 | 4 | 41 | 1 | 0 | 6 | 6 |
| M-4 | 4 | 41 | 1 | 0 | 49 | 49 |
| M-4C | 4 | 41 | 1 | 0 | 9 | 9 |
| BEE DEE M-4-210 | 4 | 41 | 1 | 0 | 6 | 6 |
| M-4-210 | 4 | 41 | 1 | 0 | 15 | 15 |
| M-4-210C | 4 | 41 | 1 | 0 | 56 | 56 |
| M-4-220C | 4 | 41 | 1 | 0 | 124 | 124 |
| M-4S | 4 | 41 | 1 | 0 | 3 | 3 |
| M-4-180C | 4 | 41 | 1 | 0 | 3 | 3 |
| M-5-220C | 4 | 41 | 1 | 0 | 37 | 37 |
| M-5-210C | 4 | 41 | 1 | 0 | 115 | 115 |
| M-5-235C | 4 | 41 | 1 | 0 | 241 | 241 |
| M-5-200 | 4 | 41 | 1 | 0 | 2 | 2 |
| M 6 180C | 4 | 41 | 1 | 0 | 1 | 1 |
| M-6-180 | 4 | 41 | 1 | 0 | 2 | 2 |
| M-5-210TC | 4 | 41 | 1 | 0 | 6 | 6 |
| M-5-180C | 4 | 41 | 1 | 0 | 45 | 45 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 720 | 720 |
| TOTAL | — | — | — | 0 | 720 | 720 |
| MAULE AIR INC | | | | | | |
| M-5-180C | 4 | 41 | 1 | 0 | 26 | 26 |
| M-5-235C | 4 | 41 | 1 | 0 | 5 | 5 |
| M-6-235 | 4 | 41 | 1 | 0 | 16 | 16 |
| MX-7-180 | 5 | 41 | 1 | 0 | 34 | 34 |
| MX-7-235 | 5 | 41 | 1 | 0 | 43 | 43 |
| M-7-235 | 4 | 41 | 1 | 0 | 35 | 35 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 159 | 159 |
| TOTAL | — | — | — | 0 | 159 | 159 |
| MAULE AIRCRAFT | | | | | | |
| M-6-235 | 4 | 41 | 1 | 0 | 65 | 65 |
| M-7-235 | 4 | 41 | 1 | 0 | 13 | 13 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 78 | 78 |
| TOTAL | — | — | — | 0 | 78 | 78 |
| MCCLISH | | | | | | |
| FUNK B | 2 | 41 | 1 | 0 | 4 | 4 |
| FUNK B75L | 2 | 41 | 1 | 0 | 6 | 6 |
| FUNK B85C | 2 | 41 | 1 | 0 | 39 | 39 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 49 | 49 |
| TOTAL | — | — | — | 0 | 49 | 49 |
| MCDANELD | | | | | | |
| ROAMAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| C-47B | 32 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MERCURY | | | | | | |
| S-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MESSERSCHMITT | | | | | | |
| ME 108 TAIFUN..... | 4 | 41 | 1 | 0 | 4 | 4 |
| ME 109 C4K..... | 1 | 41 | 1 | 0 | 11 | 11 |
| ME 109 G..... | 1 | 41 | 1 | 0 | 5 | 5 |
| BO 209 MONSUN..... | 1 | 41 | 1 | 0 | 9 | 9 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 29 | 29 |
| TOTAL | — | — | — | 0 | 29 | 29 |
| MEYERS | | | | | | |
| MAC-145..... | 2 | 41 | 1 | 0 | 16 | 16 |
| OTW..... | 2 | 41 | 1 | 0 | 22 | 22 |
| OTW-145..... | 2 | 41 | 1 | 0 | 12 | 12 |
| OTW-160..... | 2 | 41 | 1 | 0 | 17 | 17 |
| 200A..... | 4 | 41 | 1 | 0 | 9 | 9 |
| 200B..... | 4 | 41 | 1 | 0 | 13 | 13 |
| 200C..... | 4 | 41 | 1 | 0 | 7 | 7 |
| 200D..... | 4 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 100 | 100 |
| TOTAL | — | — | — | 0 | 100 | 100 |
| MILLER,P.D. | | | | | | |
| Y-1S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MITSUBISHI | | | | | | |
| A6M2-21..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MONO-AIRCRAFT | | | | | | |
| MONOSPORT 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 90..... | 2 | 41 | 1 | 0 | 10 | 10 |
| 90A..... | 2 | 41 | 1 | 0 | 43 | 43 |
| 90AF..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 90AL-115..... | 2 | 41 | 1 | 0 | 8 | 8 |
| 90AW..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 110..... | 2 | 41 | 1 | 0 | 12 | 12 |
| 110 SPECIAL..... | 2 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 90 | 90 |
| TOTAL | — | — | — | 0 | 90 | 90 |
| MONOCOUE | | | | | | |
| 70..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 113..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 125..... | 2 | 41 | 1 | 0 | 1 | 1 |
| D145..... | 2 | 41 | 1 | 0 | 3 | 3 |
| MONOPREP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 12 | 12 |
| TOTAL | — | — | — | 0 | 12 | 12 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| MONTANAIR INC | | | | | | |
| SPIRIT 2180..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| MOONEY | | | | | | |
| M-18C..... | 1 | 41 | 1 | 0 | 70 | 70 |
| M-18C 55..... | 1 | 41 | 1 | 0 | 15 | 15 |
| M-18L..... | 1 | 41 | 1 | 0 | 40 | 40 |
| M-18LA..... | 1 | 41 | 1 | 0 | 20 | 20 |
| M20A..... | 4 | 41 | 1 | 0 | 196 | 196 |
| M20B..... | 4 | 41 | 1 | 0 | 136 | 136 |
| M20C..... | 4 | 41 | 1 | 0 | 1,605 | 1,605 |
| M20D..... | 4 | 41 | 1 | 0 | 124 | 124 |
| M20E..... | 4 | 41 | 1 | 0 | 1,063 | 1,063 |
| M20F..... | 4 | 41 | 1 | 0 | 892 | 892 |
| M-20G..... | 4 | 41 | 1 | 0 | 150 | 150 |
| M20J..... | 4 | 41 | 1 | 0 | 1,441 | 1,441 |
| M20M..... | 4 | 41 | 1 | 0 | 82 | 82 |
| M20T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| M22..... | 5 | 41 | 1 | 0 | 20 | 20 |
| 201..... | 4 | 41 | 1 | 0 | 5 | 5 |
| 205..... | 4 | 41 | 1 | 0 | 1 | 1 |
| A-2A..... | 2 | 41 | 1 | 0 | 6 | 6 |
| M10..... | 2 | 41 | 1 | 0 | 49 | 49 |
| M205..... | 4 | 41 | 1 | 0 | 1 | 1 |
| M20..... | 4 | 41 | 1 | 0 | 82 | 82 |
| M20K..... | 4 | 41 | 1 | 0 | 880 | 880 |
| M-18..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 6,880 | 6,880 |
| TOTAL..... | — | — | — | 0 | 6,880 | 6,880 |
| MORAME-SAULNIER | | | | | | |
| FIESELER FI-156D..... | 4 | 41 | 1 | 0 | 3 | 3 |
| MS893E..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 130 ET 2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 733..... | 3 | 41 | 1 | 0 | 1 | 1 |
| MS880B..... | 3 | 41 | 1 | 0 | 1 | 1 |
| FIESELER FI-156C..... | 4 | 41 | 1 | 0 | 3 | 3 |
| 230..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 505..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 317..... | 2 | 41 | 1 | 0 | 1 | 1 |
| N..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 15 | 15 |
| TOTAL..... | — | — | — | 0 | 15 | 15 |
| MORAVAN | | | | | | |
| ZLIN Z526A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ZLIN 526F..... | 2 | 41 | 1 | 0 | 9 | 9 |
| ZLIN 526..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ZLIN-Z326..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 15 | 15 |
| TOTAL..... | — | — | — | 0 | 15 | 15 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| MORRISEY | | | | | | |
| 2150 | 2 | 41 | 1 | 0 | 7 | 7 |
| 2150A | 2 | 41 | 1 | 0 | 25 | 25 |
| 2000C | 2 | 41 | 1 | 0 | 1 | 1 |
| 2150-A | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 34 | 34 |
| TOTAL | — | — | — | 0 | 34 | 34 |
| MOTH | | | | | | |
| 60-GM | 2 | 41 | 1 | 0 | 5 | 5 |
| 60-GMW | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| MURRAYAIR | | | | | | |
| MA-1 | 1 | 41 | 1 | 0 | 8 | 8 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| N AMERICAN/KLAER/WOJCIAK | | | | | | |
| SNJ-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| NANCHANG CHINA | | | | | | |
| CJ-6A | 1 | 41 | 1 | 0 | 20 | 20 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 20 | 20 |
| TOTAL | — | — | — | 0 | 20 | 20 |
| NARDI | | | | | | |
| FN-333 | 4 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| NAVAL AIRCRAFT FACTORY | | | | | | |
| N3N-3 | 2 | 41 | 1 | 0 | 139 | 139 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 139 | 139 |
| TOTAL | — | — | — | 0 | 139 | 139 |
| NAVION | | | | | | |
| A | 5 | 41 | 1 | 0 | 155 | 155 |
| L-17A | 5 | 41 | 1 | 0 | 4 | 4 |
| L-V7B | 5 | 41 | 1 | 0 | 3 | 3 |
| L-17C | 5 | 41 | 1 | 0 | 2 | 2 |
| B | 5 | 41 | 1 | 0 | 52 | 52 |
| D | 5 | 41 | 1 | 0 | 8 | 8 |
| E | 5 | 41 | 1 | 0 | 1 | 1 |
| F | 5 | 41 | 1 | 0 | 6 | 6 |
| G | 5 | 41 | 1 | 0 | 74 | 74 |
| H | 5 | 41 | 1 | 0 | 38 | 38 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 343 | 343 |
| TOTAL | — | — | — | 0 | 343 | 343 |
| NEW STANDARD | | | | | | |
| D-25 | 5 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| FU24-954 | 3 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| NICHOLAS BEAZLEY | | | | | | |
| ONE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| NB-8G..... | 2 | 41 | 1 | 0 | 3 | 3 |
| NB-3G..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| NIEUPORT | | | | | | |
| 24 BIS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| NIEUPORT 28C-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| NIEUPORT 28 | | | | | | |
| 28..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| NOORDUYN | | | | | | |
| UC-64A..... | 9 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| NORD | | | | | | |
| 1002..... | 4 | 41 | 1 | 0 | 10 | 10 |
| 1101..... | 4 | 41 | 1 | 0 | 8 | 8 |
| STAMPE SV4C..... | 2 | 41 | 1 | 0 | 40 | 40 |
| STAMPE SV-4B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3202..... | 2 | 41 | 1 | 0 | 25 | 25 |
| SV4A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| NC854..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 86 | 86 |
| TOTAL | — | — | — | 0 | 86 | 86 |
| NORTH AMERICAN | | | | | | |
| NAVION..... | 5 | 41 | 1 | 0 | 305 | 305 |
| NAVION A..... | 5 | 41 | 1 | 0 | 57 | 57 |
| NAVION L-17A..... | 5 | 41 | 1 | 0 | 2 | 2 |
| NAVION L-17B..... | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION B..... | 5 | 41 | 1 | 0 | 5 | 5 |
| NAVION D..... | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION G..... | 5 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 373 | 373 |
| TOTAL | — | — | — | 0 | 373 | 373 |
| A36A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HARVARD II A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AT-6..... | 2 | 41 | 1 | 0 | 43 | 43 |
| SNJ-2..... | 2 | 41 | 1 | 0 | 10 | 10 |
| AT-6A..... | 2 | 41 | 1 | 0 | 21 | 21 |
| HARVARD II B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AT-6B..... | 2 | 41 | 1 | 0 | 3 | 3 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AT-6C..... | 2 | 41 | 1 | 0 | 30 | 30 |
| SNJ-4..... | 2 | 41 | 1 | 0 | 36 | 36 |
| AT-6D..... | 2 | 41 | 1 | 0 | 73 | 73 |
| SNJ-5C..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SNJ-5..... | 2 | 41 | 1 | 0 | 118 | 118 |
| SNJ-5B..... | 2 | 41 | 1 | 0 | 4 | 4 |
| AT-6F..... | 2 | 41 | 1 | 0 | 24 | 24 |
| SNJ-6..... | 2 | 41 | 1 | 0 | 31 | 31 |
| SNJ-6B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-7..... | 2 | 41 | 1 | 0 | 2 | 2 |
| BRITISH HARVARD..... | 2 | 41 | 1 | 0 | 2 | 2 |
| HARVARD 4..... | 2 | 41 | 1 | 0 | 8 | 8 |
| HARVARD MK IV..... | 2 | 41 | 1 | 0 | 2 | 2 |
| T-6G..... | 2 | 41 | 1 | 0 | 95 | 95 |
| AT-6G..... | 2 | 41 | 1 | 0 | 41 | 41 |
| HARVARD 2..... | 2 | 41 | 1 | 0 | 3 | 3 |
| HARVARD MKII..... | 2 | 41 | 1 | 0 | 4 | 4 |
| NA-64..... | 2 | 41 | 1 | 0 | 13 | 13 |
| RB-25..... | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25C..... | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25D..... | 6 | 51 | 2 | 0 | 1 | 1 |
| B-25H..... | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25J..... | 6 | 51 | 2 | 0 | 15 | 15 |
| B-25J-32-NC..... | 6 | 51 | 2 | 0 | 1 | 1 |
| B-25N..... | 6 | 51 | 2 | 0 | 8 | 8 |
| TB-25N..... | 6 | 51 | 2 | 0 | 21 | 21 |
| TB-25J..... | 6 | 51 | 2 | 0 | 2 | 2 |
| F82B..... | 2 | 51 | 2 | 0 | 1 | 1 |
| 047A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 047B..... | 1 | 41 | 1 | 0 | 2 | 2 |
| XP-51..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| P-51K..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F-51..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F-51D..... | 1 | 41 | 1 | 0 | 55 | 55 |
| F-51-H-5-NA..... | 1 | 41 | 1 | 0 | 2 | 2 |
| P-64..... | 1 | 41 | 1 | 0 | 1 | 1 |
| T-28A..... | 2 | 41 | 1 | 0 | 13 | 13 |
| NOMAD NA-260..... | 2 | 41 | 1 | 0 | 2 | 2 |
| T-28A..... | 2 | 41 | 1 | 0 | 69 | 69 |
| T-28B..... | 2 | 41 | 1 | 0 | 122 | 122 |
| T-28C..... | 2 | 41 | 1 | 0 | 54 | 54 |
| T-28D..... | 2 | 41 | 1 | 0 | 8 | 8 |
| T-6G..... | 2 | 41 | 1 | 0 | 11 | 11 |
| T-6D..... | 2 | 41 | 1 | 0 | 6 | 6 |
| SNJ-4..... | 2 | 41 | 1 | 0 | 4 | 4 |
| T-6G..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AT-6A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| T-6G..... | 2 | 41 | 1 | 0 | 2 | 2 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| P-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28C..... | 2 | 41 | 1 | 0 | 3 | 3 |
| T-28A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| A-36A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-6A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-4..... | 2 | 41 | 1 | 0 | 6 | 6 |
| SNJ-5..... | 2 | 41 | 1 | 0 | 7 | 7 |
| P-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51D..... | 1 | 41 | 1 | 0 | 88 | 88 |
| T-28C..... | 2 | 41 | 1 | 1 | 0 | 1 |
| F-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 1 | 1,047 | 1,048 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 55 | 55 |
| TOTAL..... | — | — | — | 1 | 1,102 | 1,103 |
| NORTHROP | | | | | | |
| DELTA 1D..... | 5 | 41 | 1 | 0 | 1 | 1 |
| P-61..... | 3 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| NORTHWESTERN | | | | | | |
| PORTERFIELD 35..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PORTERFIELD 35-70..... | 2 | 41 | 1 | 0 | 3 | 3 |
| PORTERFIELD CF-65..... | 2 | 41 | 1 | 0 | 4 | 4 |
| PORTERFIELD LP-65..... | 2 | 41 | 1 | 0 | 6 | 6 |
| PORTERFIELD 75C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 16 | 16 |
| TOTAL..... | — | — | — | 0 | 16 | 16 |
| ORENCO | | | | | | |
| BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| P Z L -WARSAWA-CNPSL | | | | | | |
| PZL-104 WILGA 35A..... | 4 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| PARAMOUNT | | | | | | |
| CABINAIRE..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| PARKS | | | | | | |
| P-1..... | 3 | 41 | 1 | 0 | 1 | 1 |
| P-2-A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| PARTENAVIA | | | | | | |
| P.68C..... | 7 | 51 | 2 | 0 | 25 | 25 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| P68-TC OBSERVER | 7 | 51 | 2 | 0 | 2 | 2 |
| P 68 C/TC | 7 | 51 | 2 | 0 | 11 | 11 |
| P68 | 6 | 51 | 2 | 0 | 1 | 1 |
| P 68 OBSERVER | 7 | 51 | 2 | 0 | 9 | 9 |
| P68B | 6 | 51 | 2 | 0 | 3 | 3 |
| P66C | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 51 | 51 |
| TOTAL | — | — | — | 0 | 52 | 52 |
| PASPED | | | | | | |
| SKYLARK W1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| PERCIVAL AIRCRAFT LTD | | | | | | |
| PRINCE P50 SERIES 2A | 2 | 51 | 2 | 0 | 1 | 1 |
| P-56 PROVOST T.MK.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| PERTH AMBOY | | | | | | |
| BIRD A | 3 | 41 | 1 | 0 | 1 | 1 |
| BIRD BK | 3 | 41 | 1 | 0 | 6 | 6 |
| BIRD CK | 3 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 11 | 11 |
| TOTAL | — | — | — | 0 | 11 | 11 |
| PFEIFER-SOPWITH | | | | | | |
| PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| PHEASANT | | | | | | |
| H-10 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| PHILLIPS AVIATION CO. | | | | | | |
| CT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| PIAGGIO | | | | | | |
| P.136-L1 | 5 | 51 | 2 | 0 | 8 | 8 |
| P.136-L2 | 5 | 51 | 2 | 0 | 4 | 4 |
| P-149D | 5 | 41 | 1 | 0 | 3 | 3 |
| P.166 | 8 | 51 | 2 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 16 | 16 |
| TOTAL | — | — | — | 0 | 19 | 19 |
| PIEL EMERAUDE | | | | | | |
| CP-305 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| PIGMAN REED | | | | | | |
| REARWIN 8135..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| PILATUS | | | | | | |
| PC-6..... | 8 | 41 | 1 | 0 | 3 | 3 |
| PC-6/350..... | 8 | 41 | 1 | 0 | 2 | 2 |
| PC-6/350-H2..... | 8 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 6 | 6 |
| TOTAL..... | — | — | — | 0 | 6 | 6 |
| BN-2B-27..... | 10 | 51 | 2 | 0 | 1 | 1 |
| BN-2B-21..... | 10 | 51 | 2 | 0 | 3 | 3 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| PINE AIR | | | | | | |
| SUPER V..... | 4 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| PIPER | | | | | | |
| AE-1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| E-2..... | 2 | 41 | 1 | 0 | 20 | 20 |
| F-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-2..... | 2 | 41 | 1 | 0 | 58 | 58 |
| J-3..... | 2 | 41 | 1 | 0 | 101 | 101 |
| J-3C..... | 2 | 41 | 1 | 0 | 52 | 52 |
| J3C-50..... | 2 | 41 | 1 | 0 | 6 | 6 |
| J3C-50S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65..... | 2 | 41 | 1 | 0 | 3,346 | 3,346 |
| L-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-4A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| L-4B..... | 2 | 41 | 1 | 0 | 3 | 3 |
| L-4H..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J3C-115..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-75S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-90-8F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-4J..... | 2 | 41 | 1 | 0 | 9 | 9 |
| J3C-90..... | 2 | 41 | 1 | 0 | 4 | 4 |
| NE-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-85..... | 2 | 41 | 1 | 0 | 32 | 32 |
| J3C-65S..... | 2 | 41 | 1 | 0 | 25 | 25 |
| J3C-75..... | 2 | 41 | 1 | 0 | 11 | 11 |
| J3F-50..... | 2 | 41 | 1 | 0 | 17 | 17 |
| J3F-60..... | 2 | 41 | 1 | 0 | 17 | 17 |
| J3F-65..... | 2 | 41 | 1 | 0 | 140 | 140 |
| J3F-90..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J3L..... | 2 | 41 | 1 | 0 | 16 | 16 |
| J3L-65..... | 2 | 41 | 1 | 0 | 203 | 203 |
| J3L-65S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3P..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J4..... | 2 | 41 | 1 | 0 | 16 | 16 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| J4A..... | 2 | 41 | 1 | 0 | 161 | 161 |
| J4A-S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J4B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J4E..... | 2 | 41 | 1 | 0 | 57 | 57 |
| J4F..... | 2 | 41 | 1 | 0 | 12 | 12 |
| J5A..... | 3 | 41 | 1 | 0 | 320 | 320 |
| J5A-80..... | 3 | 41 | 1 | 0 | 3 | 3 |
| J5B..... | 3 | 41 | 1 | 0 | 5 | 5 |
| J5C..... | 3 | 41 | 1 | 0 | 23 | 23 |
| PT1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-14..... | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-11..... | 2 | 41 | 1 | 0 | 439 | 439 |
| PA-11S..... | 2 | 41 | 1 | 0 | 6 | 6 |
| PA-12..... | 3 | 41 | 1 | 0 | 1,364 | 1,364 |
| PA-12S..... | 3 | 41 | 1 | 0 | 4 | 4 |
| PA-14..... | 4 | 41 | 1 | 0 | 105 | 105 |
| PA-15..... | 2 | 41 | 1 | 0 | 184 | 184 |
| PA-16..... | 4 | 41 | 1 | 0 | 366 | 366 |
| PA-17..... | 2 | 41 | 1 | 0 | 106 | 106 |
| PA-18..... | 2 | 41 | 1 | 0 | 512 | 512 |
| PA-18A..... | 2 | 41 | 1 | 0 | 147 | 147 |
| PA-18S..... | 2 | 41 | 1 | 0 | 6 | 6 |
| PA-18-105 SPECIAL..... | 2 | 41 | 1 | 0 | 107 | 107 |
| PA-18 105..... | 2 | 41 | 1 | 0 | 48 | 48 |
| PA-18-125..... | 2 | 41 | 1 | 0 | 104 | 104 |
| L-21..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-21A..... | 2 | 41 | 1 | 0 | 10 | 10 |
| L-21B..... | 2 | 41 | 1 | 0 | 38 | 38 |
| PA-18AS-125..... | 2 | 41 | 1 | 0 | 5 | 5 |
| PA-18S-125..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-18-135..... | 2 | 41 | 1 | 0 | 222 | 222 |
| PA-18A-135..... | 2 | 41 | 1 | 0 | 47 | 47 |
| PA-18AS-135..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18S-135..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-18-150..... | 2 | 41 | 1 | 0 | 1,947 | 1,947 |
| PA-18S-150..... | 2 | 41 | 1 | 0 | 5 | 5 |
| PA-18A RESTRICTED..... | 1 | 41 | 1 | 0 | 5 | 5 |
| PA-18A-135RESTRICTED..... | 1 | 41 | 1 | 0 | 2 | 2 |
| PA-18A 150..... | 1 | 41 | 1 | 0 | 376 | 376 |
| PA-18-150 RESTRICTED..... | 1 | 41 | 1 | 0 | 27 | 27 |
| PA-19..... | 2 | 41 | 1 | 0 | 10 | 10 |
| L-18C..... | 2 | 41 | 1 | 0 | 13 | 13 |
| PA-20..... | 4 | 41 | 1 | 0 | 397 | 397 |
| PA-20S..... | 3 | 41 | 1 | 0 | 4 | 4 |
| PA-20-115..... | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-20-135..... | 4 | 41 | 1 | 0 | 53 | 53 |
| PA-20S-135..... | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-20-150..... | 4 | 41 | 1 | 0 | 3 | 3 |
| PA-22..... | 4 | 41 | 1 | 0 | 494 | 494 |
| PA-22-108..... | 2 | 41 | 1 | 0 | 919 | 919 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PA-22-135 | 4 | 41 | 1 | 0 | 697 | 697 |
| PA22-20-135 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-22S-135 | 3 | 41 | 1 | 0 | 7 | 7 |
| PA-22-150 | 4 | 41 | 1 | 0 | 1,913 | 1,913 |
| PA-22S-150 | 3 | 41 | 1 | 0 | 14 | 14 |
| PA-22-160 | 4 | 41 | 1 | 0 | 665 | 665 |
| PA-22S-160 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-23 | 5 | 51 | 2 | 0 | 433 | 433 |
| PA-23-150 | 5 | 51 | 2 | 0 | 125 | 125 |
| PA-23-160 | 5 | 51 | 2 | 0 | 419 | 419 |
| PA-23-180 | 5 | 51 | 2 | 0 | 2 | 2 |
| PA-23-235 | 5 | 51 | 2 | 1 | 44 | 45 |
| PA-23-250 | 6 | 51 | 2 | 8 | 2,230 | 2,238 |
| PA-E23-250 | 6 | 51 | 2 | 0 | 3 | 3 |
| U0-1 | 6 | 51 | 2 | 0 | 2 | 2 |
| PA-24 | 4 | 41 | 1 | 0 | 475 | 475 |
| PA-24-180 | 4 | 41 | 1 | 0 | 270 | 270 |
| PA-24-250 | 4 | 41 | 1 | 0 | 1,593 | 1,593 |
| PA-24-260 | 4 | 41 | 1 | 0 | 699 | 699 |
| PA-24-400 | 4 | 41 | 1 | 0 | 102 | 102 |
| PA-25 | 1 | 41 | 1 | 0 | 146 | 146 |
| PA-25-150 | 1 | 41 | 1 | 0 | 1 | 1 |
| PA-25-235 | 1 | 41 | 1 | 0 | 790 | 790 |
| PA-25-260 | 1 | 41 | 1 | 0 | 124 | 124 |
| PA-28 | 2 | 41 | 1 | 0 | 172 | 172 |
| PA-28-140 | 2 | 41 | 1 | 0 | 5,943 | 5,943 |
| PA-28-161 | 4 | 41 | 1 | 0 | 2,043 | 2,043 |
| PA-28-150 | 4 | 41 | 1 | 0 | 187 | 187 |
| PA28-151 | 4 | 41 | 1 | 0 | 1,228 | 1,228 |
| PA-28-160 | 4 | 41 | 1 | 0 | 354 | 354 |
| PA-28-181 | 4 | 41 | 1 | 0 | 2,213 | 2,213 |
| PA-28-180 | 4 | 41 | 1 | 0 | 4,210 | 4,210 |
| PA-28-R-180 | 4 | 41 | 1 | 0 | 729 | 729 |
| PA-28-235 | 4 | 41 | 1 | 0 | 1,029 | 1,029 |
| PA-28R-200 | 4 | 41 | 1 | 0 | 1,599 | 1,599 |
| PA-28R-201T | 4 | 41 | 1 | 0 | 530 | 530 |
| PA 28S-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-28-236 | 4 | 41 | 1 | 0 | 493 | 493 |
| PA-28R-201 | 4 | 41 | 1 | 0 | 334 | 334 |
| PA-28RT-201T | 4 | 41 | 1 | 0 | 358 | 358 |
| PA-28RT-201 | 4 | 41 | 1 | 0 | 230 | 230 |
| PA-28-201T | 4 | 41 | 1 | 0 | 80 | 80 |
| PA-28R-300 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-30 | 4 | 51 | 2 | 2 | 1,160 | 1,162 |
| PA-30B-160 | 4 | 51 | 2 | 0 | 1 | 1 |
| PA-31 | 6 | 51 | 2 | 14 | 442 | 456 |
| PA-31-310 | 8 | 51 | 2 | 0 | 9 | 9 |
| PA-31-300 | 6 | 51 | 2 | 1 | 4 | 5 |
| PA-31-325 | 8 | 51 | 2 | 6 | 250 | 256 |
| PA-31-350 | 8 | 51 | 2 | 36 | 829 | 865 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PA 31P 350..... | 8 | 51 | 2 | 1 | 31 | 32 |
| PA-31P..... | 6 | 51 | 2 | 4 | 119 | 123 |
| PA-32-260..... | 6 | 41 | 1 | 2 | 881 | 883 |
| PA-32-301..... | 7 | 41 | 1 | 0 | 206 | 206 |
| PA-32-301T..... | 7 | 41 | 1 | 0 | 89 | 89 |
| PA-32-300T..... | 7 | 41 | 1 | 0 | 1 | 1 |
| PA-32-300..... | 6 | 41 | 1 | 3 | 1,279 | 1,282 |
| PA-32R-300..... | 7 | 41 | 1 | 1 | 671 | 672 |
| PA-32S-300..... | 7 | 41 | 1 | 0 | 5 | 5 |
| PA-32RT-300..... | 7 | 41 | 1 | 1 | 263 | 264 |
| PA-32RT-300T..... | 7 | 41 | 1 | 0 | 298 | 298 |
| PA-32R-301..... | 7 | 41 | 1 | 1 | 255 | 256 |
| PA-32R-301T..... | 7 | 41 | 1 | 1 | 248 | 249 |
| PA-32RT-301..... | 7 | 41 | 1 | 0 | 1 | 1 |
| PA-32RT-301T..... | 7 | 41 | 1 | 0 | 11 | 11 |
| PA-34..... | 6 | 51 | 2 | 0 | 5 | 5 |
| PA-34-200..... | 7 | 51 | 2 | 0 | 417 | 417 |
| PA-34-200T..... | 7 | 51 | 2 | 6 | 1,087 | 1,093 |
| PA-34-220T..... | 7 | 51 | 2 | 0 | 257 | 257 |
| PA-36-285..... | 1 | 41 | 1 | 0 | 123 | 123 |
| PA-36-300..... | 1 | 41 | 1 | 0 | 92 | 92 |
| PA-36-375..... | 1 | 41 | 1 | 0 | 73 | 73 |
| PA-38-112..... | 2 | 41 | 1 | 0 | 1,147 | 1,147 |
| PA-39..... | 6 | 51 | 2 | 0 | 79 | 79 |
| PA-44-180..... | 4 | 51 | 2 | 0 | 252 | 252 |
| PA-44-180T..... | 4 | 51 | 2 | 0 | 48 | 48 |
| PA-46-310P..... | 6 | 41 | 1 | 0 | 286 | 286 |
| AEROSTAR 600..... | 6 | 51 | 2 | 0 | 71 | 71 |
| AEROSTAR 601..... | 6 | 51 | 2 | 0 | 16 | 16 |
| AEROSTAR 601P..... | 6 | 51 | 2 | 0 | 166 | 166 |
| AEROSTAR 602P..... | 6 | 51 | 2 | 0 | 41 | 41 |
| PA-60-602P..... | 6 | 51 | 2 | 1 | 46 | 47 |
| PA-60-700P..... | 6 | 51 | 2 | 0 | 19 | 19 |
| PA-60-601P..... | 6 | 51 | 2 | 0 | 8 | 8 |
| J-4A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J-3..... | 2 | 41 | 1 | 0 | 2 | 2 |
| FLAIG PIPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3C-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18 SUPER CUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 9 | 47,936 | 47,945 |
| F/W MULTI REC. ENG..... | — | 51 | — | 80 | 8,615 | 8,695 |
| TOTAL..... | — | — | — | 89 | 56,551 | 56,640 |
| PIRTLE | | | | | | |
| JOHNSON ROCKET 185..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| PITCAIRN | | | | | | |
| PA-4 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-5 | 3 | 41 | 1 | 0 | 4 | 4 |
| PA-6 | 3 | 41 | 1 | 0 | 2 | 2 |
| PA-7 | 3 | 41 | 1 | 0 | 2 | 2 |
| PA-7S | 3 | 41 | 1 | 0 | 1 | 1 |
| PA8 | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 12 | 12 |
| TOTAL | — | — | — | 0 | 12 | 12 |
| PITTS | | | | | | |
| PITTS S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-2A | 2 | 41 | 1 | 0 | 14 | 14 |
| S-1S | 1 | 41 | 1 | 0 | 3 | 3 |
| S-1T | 1 | 41 | 1 | 0 | 16 | 16 |
| S-2B | 2 | 41 | 1 | 0 | 36 | 36 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 70 | 70 |
| TOTAL | — | — | — | 0 | 70 | 70 |
| POBEREZNY | | | | | | |
| PITTS P-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| PORTERFIELD | | | | | | |
| 35 | 2 | 41 | 1 | 0 | 2 | 2 |
| 35-70 | 2 | 41 | 1 | 0 | 10 | 10 |
| 35W | 2 | 41 | 1 | 0 | 3 | 3 |
| CP-40 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-50 | 2 | 41 | 1 | 0 | 9 | 9 |
| CP-55 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-65 | 2 | 41 | 1 | 0 | 21 | 21 |
| FP-65 | 2 | 41 | 1 | 0 | 9 | 9 |
| LP-65 | 2 | 41 | 1 | 0 | 27 | 27 |
| 75C | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-65 | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 87 | 87 |
| TOTAL | — | — | — | 0 | 87 | 87 |
| POST AIRCRAFT CORP WILEY | | | | | | |
| A | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| RAWDON | | | | | | |
| T1 | 2 | 41 | 1 | 0 | 14 | 14 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 14 | 14 |
| TOTAL | — | — | — | 0 | 14 | 14 |
| S-2R | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| REARWIN | | | | | | |
| 175 | 2 | 41 | 1 | 0 | 10 | 10 |
| 180 | 2 | 41 | 1 | 0 | 2 | 2 |
| 180F | 2 | 41 | 1 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 185..... | 2 | 41 | 1 | 0 | 7 | 7 |
| 190F..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 6000M..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 7000..... | 2 | 41 | 1 | 0 | 9 | 9 |
| 8500..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 8500 DELUXE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 9000-KR..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 9000-L..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 9000-L DELUXE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 9000..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 51 | 51 |
| TOTAL..... | — | — | — | 0 | 51 | 51 |
| 8090..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 8125..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 8135..... | 2 | 41 | 1 | 0 | 15 | 15 |
| 8135T..... | 2 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 25 | 25 |
| TOTAL..... | — | — | — | 0 | 25 | 25 |
| REIMS | | | | | | |
| CESSNA F150K..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F150L..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CESSNA FA150L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FR172E..... | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA FR172F..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F172G..... | 4 | 41 | 1 | 0 | 2 | 2 |
| CESSNA F172H..... | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA FR172H..... | 4 | 41 | 1 | 0 | 1 | 1 |
| FR172J..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F172K..... | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA 150K..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CESSNA F172N..... | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA F172..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 24 | 24 |
| TOTAL..... | — | — | — | 0 | 24 | 24 |
| REPUBLIC | | | | | | |
| RC-3..... | 4 | 41 | 1 | 0 | 205 | 205 |
| RC-3-1..... | 4 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 210 | 210 |
| TOTAL..... | — | — | — | 0 | 210 | 210 |
| AT12..... | 2 | 41 | 1 | 0 | 1 | 1 |
| P-47..... | 1 | 41 | 1 | 0 | 3 | 3 |
| P-47D..... | 1 | 41 | 1 | 0 | 7 | 7 |
| P-47N..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 12 | 12 |
| TOTAL..... | — | — | — | 0 | 12 | 12 |
| REVO INC | | | | | | |
| LAKE 250..... | 4 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| RHEIN FLUGZEUGBAU | | | | | | |
| RW 3-P75..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| RILEY | | | | | | |
| D-16..... | 4 | 51 | 2 | 0 | 2 | 2 |
| D-16A..... | 4 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| ROCKWELL INTERNATIONAL | | | | | | |
| S-2R..... | 1 | 41 | 1 | 0 | 291 | 291 |
| S-2R-800..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 112..... | 4 | 41 | 1 | 0 | 2 | 2 |
| 112A..... | 4 | 41 | 1 | 0 | 128 | 128 |
| 112B..... | 4 | 41 | 1 | 0 | 22 | 22 |
| 112TC..... | 4 | 41 | 1 | 0 | 80 | 80 |
| 112TCA..... | 4 | 41 | 1 | 0 | 57 | 57 |
| 114..... | 4 | 41 | 1 | 0 | 205 | 205 |
| 114A..... | 4 | 41 | 1 | 0 | 21 | 21 |
| 500-S..... | 7 | 51 | 2 | 0 | 28 | 28 |
| 685..... | 9 | 51 | 2 | 0 | 1 | 1 |
| 700..... | 8 | 51 | 2 | 0 | 23 | 23 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 808 | 808 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 52 | 52 |
| TOTAL..... | — | — | — | 0 | 860 | 860 |
| ROOS | | | | | | |
| AMERICAN EAGLE 101..... | 3 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN PAGE 1928..... | 3 | 41 | 1 | 0 | 2 | 2 |
| LINCOLN PT-W..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| ROSE | | | | | | |
| PARAKEET A-1..... | 1 | 41 | 1 | 0 | 4 | 4 |
| A4-C..... | 1 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 9 | 9 |
| TOTAL..... | — | — | — | 0 | 9 | 9 |
| RYAN | | | | | | |
| NAVION-D-16..... | 4 | 51 | 2 | 0 | 2 | 2 |
| NAVION..... | 5 | 41 | 1 | 0 | 240 | 240 |
| NAVION A..... | 5 | 41 | 1 | 0 | 155 | 155 |
| NAVION L-17B..... | 5 | 41 | 1 | 0 | 2 | 2 |
| NAVION B..... | 5 | 41 | 1 | 0 | 101 | 101 |
| NAVION D..... | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION E..... | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION G..... | 5 | 41 | 1 | 0 | 4 | 4 |
| NAVION NAV 4..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 505 | 505 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 507 | 507 |
| M-1..... | 2 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCW-145 | 3 | 41 | 1 | 0 | 8 | 8 |
| ST-A | 2 | 41 | 1 | 0 | 27 | 27 |
| ST-A SPECIAL | 2 | 41 | 1 | 0 | 7 | 7 |
| ST3KR | 2 | 41 | 1 | 0 | 163 | 163 |
| PT-22 | 2 | 41 | 1 | 0 | 8 | 8 |
| STM | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 217 | 217 |
| TOTAL | — | — | — | 0 | 217 | 217 |
| RYAN AIRCRAFT | | | | | | |
| B1 | 5 | 41 | 1 | 0 | 3 | 3 |
| B-5 | 6 | 41 | 1 | 0 | 1 | 1 |
| B-7 | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| S.O.C.A.T.A. | | | | | | |
| RALLYE 150 ST | 4 | 41 | 1 | 0 | 18 | 18 |
| MS RALLYE 235C | 4 | 41 | 1 | 0 | 2 | 2 |
| RALLYE 235E | 4 | 41 | 1 | 0 | 21 | 21 |
| MS893E | 4 | 41 | 1 | 0 | 5 | 5 |
| MS894A | 4 | 41 | 1 | 0 | 38 | 38 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 84 | 84 |
| TOTAL | — | — | — | 0 | 84 | 84 |
| SAAB | | | | | | |
| A32 LANSEN | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| SAINT LOUIS | | | | | | |
| CARDINAL C2 | 2 | 41 | 1 | 0 | 1 | 1 |
| YPT-15 | 2 | 41 | 1 | 0 | 1 | 1 |
| C-2-110 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| SCHWEIZER | | | | | | |
| SGM2-37 | 2 | 41 | 1 | 0 | 8 | 8 |
| SA 2-37A | 2 | 41 | 1 | 0 | 5 | 5 |
| SCHWEIZER SGM 2-37 | 2 | 41 | 1 | 0 | 2 | 2 |
| G-164B | 1 | 41 | 1 | 0 | 83 | 83 |
| G-164D | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 99 | 99 |
| TOTAL | — | — | — | 0 | 99 | 99 |
| SEVERSKY | | | | | | |
| P-35A | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| SHORT BROS | | | | | | |
| S-25 SANDRINGHAM | 20 | 51 | 4 | 0 | 2 | 2 |
| SHORTS SD3-60 | 20 | 51 | 2 | 42 | 4 | 46 |
| F/W MULTI REC. ENG | — | 51 | — | 42 | 6 | 48 |
| TOTAL | — | — | — | 42 | 6 | 48 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SIAI MARCHETTI | | | | | | |
| F.260C | 3 | 41 | 1 | 0 | 7 | 7 |
| S.205/22R | 4 | 41 | 1 | 0 | 44 | 44 |
| F.260 | 3 | 41 | 1 | 0 | 9 | 9 |
| SF260 | 3 | 41 | 1 | 0 | 25 | 25 |
| F.260B | 3 | 41 | 1 | 0 | 5 | 5 |
| SF-260C | 3 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 93 | 93 |
| TOTAL | — | — | — | 0 | 93 | 93 |
| SIKORSKY | | | | | | |
| S-39-B | 5 | 41 | 1 | 0 | 1 | 1 |
| S-39-C | 5 | 41 | 1 | 0 | 1 | 1 |
| S-43H | 12 | 51 | 2 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| SILVAIRE | | | | | | |
| LUSCOMBE 8 | 2 | 41 | 1 | 0 | 4 | 4 |
| LUSCOMBE 8A | 2 | 41 | 1 | 0 | 126 | 126 |
| LUSCOMBE 8B | 2 | 41 | 1 | 0 | 4 | 4 |
| LUSCOMBE 8C | 2 | 41 | 1 | 0 | 10 | 10 |
| LUSCOMBE 8D | 2 | 41 | 1 | 0 | 1 | 1 |
| LUSCOMBE 8E | 2 | 41 | 1 | 0 | 69 | 69 |
| LUSCOMBE 8F | 2 | 41 | 1 | 0 | 43 | 43 |
| LUSCOMBE T-8F | 2 | 41 | 1 | 0 | 5 | 5 |
| 8F | 2 | 41 | 1 | 0 | 13 | 13 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 275 | 275 |
| TOTAL | — | — | — | 0 | 275 | 275 |
| SIOUX | | | | | | |
| COUPE 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUPE 90-B | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| SMITH | | | | | | |
| AEROSTAR 600 | 6 | 51 | 2 | 0 | 93 | 93 |
| AEROSTAR 600A | 6 | 51 | 2 | 0 | 2 | 2 |
| AEROSTAR 601B | 5 | 51 | 2 | 0 | 4 | 4 |
| AEROSTAR 601 | 6 | 51 | 2 | 0 | 75 | 75 |
| AEROSTAR 601A | 5 | 51 | 2 | 0 | 1 | 1 |
| AEROSTAR 601P | 6 | 51 | 2 | 0 | 155 | 155 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 330 | 330 |
| TOTAL | — | — | — | 0 | 330 | 330 |
| SNOW | | | | | | |
| S2A | 1 | 41 | 1 | 0 | 19 | 19 |
| S2B | 1 | 41 | 1 | 0 | 5 | 5 |
| S2C | 1 | 41 | 1 | 0 | 25 | 25 |
| 600-S2C | 1 | 41 | 1 | 0 | 41 | 41 |
| 600 S-2D | 1 | 41 | 1 | 0 | 8 | 8 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 98 | 98 |
| TOTAL | — | — | — | 0 | 98 | 98 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SOCATA | | | | | | |
| TB-20 TRINIDAD..... | 4 | 41 | 1 | 0 | 130 | 130 |
| TB 10..... | 5 | 41 | 1 | 0 | 71 | 71 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 201 | 201 |
| TOTAL..... | — | — | — | 0 | 201 | 201 |
| SOPWITH | | | | | | |
| CAMEL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PUP..... | 1 | 41 | 1 | 0 | 3 | 3 |
| 7F1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VII..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 13..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 9 | 9 |
| TOTAL..... | — | — | — | 0 | 9 | 9 |
| SPARTAN | | | | | | |
| C2-60..... | 2 | 41 | 1 | 0 | 2 | 2 |
| C3-120..... | 3 | 41 | 1 | 0 | 1 | 1 |
| C3-165..... | 3 | 41 | 1 | 0 | 2 | 2 |
| C3-225..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 7W..... | 5 | 41 | 1 | 0 | 19 | 19 |
| NP-1..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 12..... | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 29 | 29 |
| TOTAL..... | — | — | — | 0 | 29 | 29 |
| STAMPE ET RENARD | | | | | | |
| SV-4B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SV-4C..... | 2 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 9 | 9 |
| TOTAL..... | — | — | — | 0 | 9 | 9 |
| STAR | | | | | | |
| CAVALIER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| STATE SECURITIES | | | | | | |
| ARROW F..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| STEARMAN | | | | | | |
| C2-A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 4CM-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C3-B..... | 3 | 41 | 1 | 0 | 10 | 10 |
| C3-R..... | 3 | 41 | 1 | 0 | 8 | 8 |
| 4-C..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 4E..... | 3 | 41 | 1 | 0 | 6 | 6 |
| 6L..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 70..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 30 | 30 |
| TOTAL..... | — | — | — | 0 | 30 | 30 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| STINSON | | | | | | |
| L-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-1F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5 | 2 | 41 | 1 | 0 | 74 | 74 |
| L-5B..... | 2 | 41 | 1 | 0 | 6 | 6 |
| L-5C | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5E..... | 2 | 41 | 1 | 0 | 22 | 22 |
| L-5E-1 | 2 | 41 | 1 | 0 | 6 | 6 |
| L-5G | 2 | 41 | 1 | 0 | 23 | 23 |
| OY-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. R | 4 | 41 | 1 | 0 | 2 | 2 |
| JR. S | 4 | 41 | 1 | 0 | 11 | 11 |
| JR. SR | 4 | 41 | 1 | 0 | 7 | 7 |
| SM1-B | 6 | 41 | 1 | 0 | 1 | 1 |
| SM-2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SM-2AA | 4 | 41 | 1 | 0 | 2 | 2 |
| SM-7A | 4 | 41 | 1 | 0 | 1 | 1 |
| SM-7B | 4 | 41 | 1 | 0 | 2 | 2 |
| SM-8A | 4 | 41 | 1 | 0 | 19 | 19 |
| A | 10 | 51 | 3 | 0 | 1 | 1 |
| SM-6000-B | 11 | 51 | 3 | 0 | 2 | 2 |
| SR-5 | 4 | 41 | 1 | 0 | 2 | 2 |
| SR-5A | 4 | 41 | 1 | 0 | 5 | 5 |
| SR-5B | 4 | 41 | 1 | 0 | 1 | 1 |
| SR-5C | 4 | 41 | 1 | 0 | 2 | 2 |
| SR-5E | 4 | 41 | 1 | 0 | 3 | 3 |
| SR-6 | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-6A | 5 | 41 | 1 | 0 | 1 | 1 |
| SR-7B | 4 | 41 | 1 | 0 | 4 | 4 |
| SR-7C | 4 | 41 | 1 | 0 | 3 | 3 |
| SR-8B | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-8C | 5 | 41 | 1 | 0 | 3 | 3 |
| SR-8D | 5 | 41 | 1 | 0 | 1 | 1 |
| SR-8E | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-9 | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-9B | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-9C | 5 | 41 | 1 | 0 | 13 | 13 |
| SR-9E | 5 | 41 | 1 | 0 | 6 | 6 |
| SR-9F..... | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-10C | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-10G | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-10J | 5 | 41 | 1 | 0 | 6 | 6 |
| SR-10J3..... | 5 | 41 | 1 | 0 | 3 | 3 |
| SR-10E | 5 | 41 | 1 | 0 | 2 | 2 |
| V77 | 3 | 41 | 1 | 0 | 108 | 108 |
| AT-19 | 3 | 41 | 1 | 0 | 2 | 2 |
| W | 4 | 41 | 1 | 0 | 1 | 1 |
| HW75 | 3 | 41 | 1 | 0 | 25 | 25 |
| 10 | 3 | 41 | 1 | 0 | 38 | 38 |
| 10A | 3 | 41 | 1 | 0 | 107 | 107 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| L-9B..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 542 | 542 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 545 | 545 |
| 108..... | 4 | 41 | 1 | 0 | 332 | 332 |
| 108-1..... | 4 | 41 | 1 | 0 | 481 | 481 |
| 108-2..... | 4 | 41 | 1 | 0 | 399 | 399 |
| 108-3..... | 4 | 41 | 1 | 0 | 625 | 625 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1,837 | 1,837 |
| TOTAL..... | — | — | — | 0 | 1,837 | 1,837 |
| STOL | | | | | | |
| UC-1..... | 5 | 51 | 2 | 0 | 14 | 14 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 14 | 14 |
| TOTAL..... | — | — | — | 0 | 14 | 14 |
| STOL AMPHIBIAN CORP. | | | | | | |
| RC-3..... | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| SUD AVIATION | | | | | | |
| GARDAN GY 80-180..... | 4 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| SUPERIOR | | | | | | |
| CULVER LCA..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CULVER LFA..... | 2 | 41 | 1 | 0 | 8 | 8 |
| CULVER V..... | 2 | 41 | 1 | 0 | 15 | 15 |
| CULVER PQ-14B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CULVER TD2C-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 30 | 30 |
| TOTAL..... | — | — | — | 0 | 30 | 30 |
| SWALLOW | | | | | | |
| SWALLOW..... | 3 | 41 | 1 | 0 | 3 | 3 |
| TP..... | 2 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 8 | 8 |
| TOTAL..... | — | — | — | 0 | 8 | 8 |
| TALLMAN-PFALZ | | | | | | |
| D-12..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| TAYLOR | | | | | | |
| E-2..... | 2 | 41 | 1 | 0 | 6 | 6 |
| J-2..... | 2 | 41 | 1 | 0 | 17 | 17 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 23 | 23 |
| TOTAL..... | — | — | — | 0 | 23 | 23 |
| TAYLOR-YOUNG | | | | | | |
| A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| TAYLORCRAFT | | | | | | |
| TG-6..... | 2 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A..... | 2 | 41 | 1 | 0 | 32 | 32 |
| BC..... | 2 | 41 | 1 | 0 | 25 | 25 |
| BCS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BC-65..... | 2 | 41 | 1 | 0 | 146 | 146 |
| BCS-65..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BC12-65..... | 2 | 41 | 1 | 0 | 125 | 125 |
| BCS12-65..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BC12-D..... | 2 | 41 | 1 | 0 | 1,398 | 1,398 |
| BCS12-D..... | 2 | 41 | 1 | 0 | 18 | 18 |
| BC12-D1..... | 2 | 41 | 1 | 0 | 101 | 101 |
| BC12D-85..... | 2 | 41 | 1 | 0 | 32 | 32 |
| BC12D-4-85..... | 2 | 41 | 1 | 0 | 8 | 8 |
| BCS12D-4-85..... | 2 | 41 | 1 | 0 | 7 | 7 |
| BF..... | 2 | 41 | 1 | 0 | 7 | 7 |
| BF-60..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BF-65..... | 2 | 41 | 1 | 0 | 8 | 8 |
| BF12-65..... | 2 | 41 | 1 | 0 | 26 | 26 |
| BL..... | 2 | 41 | 1 | 0 | 23 | 23 |
| BL-65..... | 2 | 41 | 1 | 0 | 192 | 192 |
| BLS-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BL12-65..... | 2 | 41 | 1 | 0 | 21 | 21 |
| DC-65..... | 2 | 41 | 1 | 0 | 56 | 56 |
| L-2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| DCO-65..... | 2 | 41 | 1 | 0 | 232 | 232 |
| L-2A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| L-2B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2M..... | 2 | 41 | 1 | 0 | 8 | 8 |
| DF-65..... | 2 | 41 | 1 | 0 | 8 | 8 |
| DL-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DCO-75..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 15A..... | 4 | 41 | 1 | 0 | 11 | 11 |
| 20..... | 4 | 41 | 1 | 0 | 10 | 10 |
| 500..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 19..... | 2 | 41 | 1 | 0 | 23 | 23 |
| F19..... | 2 | 41 | 1 | 0 | 118 | 118 |
| B-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F21..... | 2 | 41 | 1 | 0 | 19 | 19 |
| F-21A..... | 2 | 41 | 1 | 0 | 6 | 6 |
| L-2M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DCO-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BC12-D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2,685 | 2,685 |
| TOTAL..... | — | — | — | 0 | 2,685 | 2,685 |
| TEAL-WASHAC INDUSTRIES INC. | | | | | | |
| TSC-1A2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| TEMCO | | | | | | |
| T-35A..... | 2 | 41 | 1 | 0 | 2 | 2 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| GC-1B..... | 2 | 41 | 1 | 0 | 133 | 133 |
| D-16..... | 4 | 51 | 2 | 0 | 10 | 10 |
| D-16A..... | 4 | 51 | 2 | 0 | 20 | 20 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 133 | 133 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 30 | 30 |
| TOTAL | — | — | — | 0 | 163 | 163 |
| TEMCO LUSCOMBE | | | | | | |
| 11A..... | 4 | 41 | 1 | 0 | 2 | 2 |
| T-35..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| THORP AERO INC | | | | | | |
| T 211..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| THORP AIRCRAFT CO | | | | | | |
| T-211..... | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| TIMM | | | | | | |
| COLLEGIATEM-150..... | 2 | 41 | 1 | 0 | 2 | 2 |
| N2T-1..... | 2 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 9 | 9 |
| TOTAL | — | — | — | 0 | 9 | 9 |
| TOY DONALD R | | | | | | |
| AVID EXPLORER 1..... | 5 | 51 | 2 | 0 | 1 | 1 |
| PL12 T320..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| TRAVEL AIR | | | | | | |
| 4-D..... | 3 | 41 | 1 | 0 | 2 | 2 |
| D-4-D..... | 3 | 41 | 1 | 0 | 4 | 4 |
| 6-B..... | 6 | 41 | 1 | 0 | 1 | 1 |
| 10-D..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 12-W..... | 2 | 41 | 1 | 0 | 4 | 4 |
| 16-E..... | 3 | 41 | 1 | 0 | 3 | 3 |
| 16-K..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 2000..... | 3 | 41 | 1 | 0 | 20 | 20 |
| 3000..... | 3 | 41 | 1 | 0 | 2 | 2 |
| 4000..... | 3 | 41 | 1 | 0 | 22 | 22 |
| B-4000..... | 3 | 41 | 1 | 0 | 4 | 4 |
| C-4000..... | 3 | 41 | 1 | 0 | 3 | 3 |
| D-4000..... | 3 | 41 | 1 | 0 | 5 | 5 |
| E-4000..... | 3 | 41 | 1 | 0 | 7 | 7 |
| L-4000..... | 3 | 41 | 1 | 0 | 3 | 3 |
| S-6000-B..... | 6 | 41 | 1 | 0 | 2 | 2 |
| MYSTERY S..... | 1 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 85 | 85 |
| TOTAL | — | — | — | 0 | 85 | 85 |
| UNITED CONSULTANTS | | | | | | |
| UC-1..... | 4 | 51 | 2 | 0 | 3 | 3 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| UNIVERSAL | | | | | | |
| GLOBE GC-1A..... | 2 | 41 | 1 | 0 | 12 | 12 |
| GLOBE GC-1B..... | 2 | 41 | 1 | 0 | 54 | 54 |
| TEMCO D-16..... | 4 | 51 | 2 | 0 | 5 | 5 |
| TEMCO D-16A..... | 4 | 51 | 2 | 0 | 3 | 3 |
| TAYLORCRAFT BC12-D..... | 2 | 41 | 1 | 0 | 5 | 5 |
| TAYLORCRAFT BC12-D1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT BC12D-85..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT BCS12D85..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 74 | 74 |
| F/W MULTI REC. ENG | — | 51 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 82 | 82 |
| UNIVERSAL MOULDED PRODUCTS | | | | | | |
| MONOCOUE 70..... | 2 | 41 | 1 | 0 | 3 | 3 |
| MONOCOUE 113..... | 2 | 41 | 1 | 0 | 2 | 2 |
| MONOCOUE D-145..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| UNIVERSAL STINSON | | | | | | |
| 108..... | 4 | 41 | 1 | 0 | 26 | 26 |
| 108-1..... | 4 | 41 | 1 | 0 | 45 | 45 |
| 108-2..... | 4 | 41 | 1 | 0 | 51 | 51 |
| 108-3..... | 4 | 41 | 1 | 0 | 67 | 67 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 189 | 189 |
| TOTAL | — | — | — | 0 | 189 | 189 |
| URMSTON | | | | | | |
| CURRIE WOT..... | 1 | 41 | 1 | 0 | 5 | 5 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| VARGA AIRCRAFT CORP | | | | | | |
| 2180..... | 2 | 41 | 1 | 0 | 10 | 10 |
| 2180TG..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 2150A..... | 2 | 41 | 1 | 0 | 100 | 100 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 112 | 112 |
| TOTAL | — | — | — | 0 | 112 | 112 |
| VICKERS | | | | | | |
| SPITFIRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MARK IX..... | 1 | 41 | 1 | 0 | 4 | 4 |
| SPITFIRE MARK XVIII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SEAFIRE 47..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MARK XIV..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SPITFIRE MARK XVI..... | 1 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 13 | 13 |
| TOTAL | — | — | — | 0 | 13 | 13 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VIKING FLYING BOAT CO | | | | | | |
| KITTY HAWK B-4 | 3 | 41 | 1 | 0 | 3 | 3 |
| KITTY HAWK B-8 | 3 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| VOLAIRCRAFT | | | | | | |
| 10 | 3 | 41 | 1 | 0 | 1 | 1 |
| 10A | 3 | 41 | 1 | 0 | 5 | 5 |
| 1050 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| VULTEE | | | | | | |
| V-1A SPECIAL | 8 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| WACO | | | | | | |
| 9 | 3 | 41 | 1 | 0 | 4 | 4 |
| 125 | 3 | 41 | 1 | 0 | 1 | 1 |
| IBA | 2 | 41 | 1 | 0 | 1 | 1 |
| PBA | 2 | 41 | 1 | 0 | 1 | 1 |
| RBA | 2 | 41 | 1 | 0 | 1 | 1 |
| UBA | 2 | 41 | 1 | 0 | 1 | 1 |
| RPT | 2 | 41 | 1 | 0 | 1 | 1 |
| UBF | 3 | 41 | 1 | 0 | 13 | 13 |
| QCF | 3 | 41 | 1 | 0 | 16 | 16 |
| QCF-2 | 3 | 41 | 1 | 0 | 2 | 2 |
| UMF | 3 | 41 | 1 | 0 | 4 | 4 |
| YMF | 3 | 41 | 1 | 0 | 8 | 8 |
| YMF-3 | 3 | 41 | 1 | 0 | 2 | 2 |
| ENF SPECIAL | 3 | 41 | 1 | 0 | 1 | 1 |
| INF | 3 | 41 | 1 | 0 | 9 | 9 |
| KNF | 3 | 41 | 1 | 0 | 1 | 1 |
| RNF | 3 | 41 | 1 | 0 | 34 | 34 |
| QDC | 4 | 41 | 1 | 0 | 4 | 4 |
| UEC | 4 | 41 | 1 | 0 | 7 | 7 |
| UIC | 4 | 41 | 1 | 0 | 12 | 12 |
| AGC-8 | 5 | 41 | 1 | 0 | 4 | 4 |
| ZGC-8 | 5 | 41 | 1 | 0 | 1 | 1 |
| EGC-7 | 5 | 41 | 1 | 0 | 2 | 2 |
| ZGC-7 | 5 | 41 | 1 | 0 | 2 | 2 |
| EGC-8 | 5 | 41 | 1 | 0 | 6 | 6 |
| YOC | 5 | 41 | 1 | 0 | 6 | 6 |
| YOC-1 | 5 | 41 | 1 | 0 | 1 | 1 |
| AQC-6 | 5 | 41 | 1 | 0 | 2 | 2 |
| DQC-6 | 5 | 41 | 1 | 0 | 3 | 3 |
| EQC-6 | 5 | 41 | 1 | 0 | 2 | 2 |
| YQC-6 | 5 | 41 | 1 | 0 | 6 | 6 |
| ZQC-6 | 5 | 41 | 1 | 0 | 4 | 4 |
| CUC-1 | 5 | 41 | 1 | 0 | 3 | 3 |
| CUC-2 | 5 | 41 | 1 | 0 | 1 | 1 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| GXE..... | 3 | 41 | 1 | 0 | 38 | 38 |
| CJC..... | 5 | 41 | 1 | 0 | 2 | 2 |
| DJC-6..... | 5 | 41 | 1 | 0 | 1 | 1 |
| UKC..... | 5 | 41 | 1 | 0 | 7 | 7 |
| UKC-S..... | 5 | 41 | 1 | 0 | 3 | 3 |
| YKC..... | 5 | 41 | 1 | 0 | 11 | 11 |
| YKC-S..... | 5 | 41 | 1 | 0 | 4 | 4 |
| UKS-6..... | 5 | 41 | 1 | 0 | 1 | 1 |
| VKS-6..... | 5 | 41 | 1 | 0 | 1 | 1 |
| UKS-7..... | 5 | 41 | 1 | 0 | 2 | 2 |
| VKS-7..... | 5 | 41 | 1 | 0 | 4 | 4 |
| VKS-7F..... | 5 | 41 | 1 | 0 | 6 | 6 |
| YKS-6..... | 5 | 41 | 1 | 0 | 12 | 12 |
| ZKS-6..... | 5 | 41 | 1 | 0 | 1 | 1 |
| YKS-7..... | 5 | 41 | 1 | 0 | 22 | 22 |
| ZKS-7..... | 5 | 41 | 1 | 0 | 3 | 3 |
| ARE..... | 5 | 41 | 1 | 0 | 1 | 1 |
| SRE..... | 5 | 41 | 1 | 0 | 4 | 4 |
| CRG..... | 3 | 41 | 1 | 0 | 1 | 1 |
| S3HD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ASO..... | 3 | 41 | 1 | 0 | 29 | 29 |
| BSO..... | 3 | 41 | 1 | 0 | 9 | 9 |
| CSO..... | 3 | 41 | 1 | 0 | 4 | 4 |
| DSO..... | 3 | 41 | 1 | 0 | 7 | 7 |
| QSO..... | 3 | 41 | 1 | 0 | 1 | 1 |
| ATO..... | 3 | 41 | 1 | 0 | 17 | 17 |
| CTO..... | 3 | 41 | 1 | 0 | 10 | 10 |
| UPF-7..... | 2 | 41 | 1 | 0 | 165 | 165 |
| VPF-7..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AVN-8..... | 5 | 41 | 1 | 0 | 5 | 5 |
| ZVN-8..... | 5 | 41 | 1 | 0 | 1 | 1 |
| JWM..... | 3 | 41 | 1 | 0 | 1 | 1 |
| JYM..... | 3 | 41 | 1 | 0 | 3 | 3 |
| YPF..... | 3 | 41 | 1 | 0 | 1 | 1 |
| YPF-6..... | 3 | 41 | 1 | 0 | 1 | 1 |
| YPF-7..... | 3 | 41 | 1 | 0 | 2 | 2 |
| ZPF-6..... | 3 | 41 | 1 | 0 | 3 | 3 |
| ZPF-7..... | 3 | 41 | 1 | 0 | 3 | 3 |
| 10..... | 3 | 41 | 1 | 0 | 15 | 15 |
| W..... | 3 | 41 | 1 | 0 | 1 | 1 |
| UBF-2 XJW-1..... | 3 | 41 | 1 | 0 | 1 | 1 |
| CPF-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GXE..... | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 575 | 575 |
| TOTAL..... | — | — | — | 0 | 575 | 575 |
| WAGGON UND MASCHINENBAU | | | | | | |
| BOLKOW BO 208C JR..... | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WALLACE AIRCRAFT CO | | | | | | |
| B-330 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| WEATHERLY | | | | | | |
| 201 | 1 | 41 | 1 | 0 | 2 | 2 |
| 201A | 1 | 41 | 1 | 0 | 2 | 2 |
| 201B | 1 | 41 | 1 | 0 | 33 | 33 |
| 201C | 1 | 41 | 1 | 0 | 25 | 25 |
| 620 | 1 | 41 | 1 | 0 | 16 | 16 |
| 620A | 1 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 81 | 81 |
| TOTAL | — | — | — | 0 | 81 | 81 |
| WELCH | | | | | | |
| OW8M | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| WESTLAND | | | | | | |
| LYSANDER IIIA | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| WHITE | | | | | | |
| NEW STANDARD D-25 | 5 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| WHITELEY GLENN R | | | | | | |
| RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| WING | | | | | | |
| D-1 | 2 | 51 | 2 | 0 | 8 | 8 |
| F/W MULTI REC. ENG. | — | 51 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| WSK PZL MIELEC | | | | | | |
| M-18A DROMADER | 2 | 41 | 1 | 0 | 22 | 22 |
| PZL-M-18 | 1 | 41 | 1 | 0 | 34 | 34 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 56 | 56 |
| TOTAL | — | — | — | 0 | 56 | 56 |
| YAKOVLEV | | | | | | |
| YAK-11 | 2 | 41 | 1 | 0 | 3 | 3 |
| YAK-12M | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| ZENITH | | | | | | |
| Z6A | 7 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG. | — | 41 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| ZLIN | | | | | | |
| 126 | 1 | 41 | 1 | 0 | 1 | 1 |
| 526A | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
PISTON
AS OF DECEMBER 31, 1991**

| Manufacturer/Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 12 | 191,440 | 191,452 |
| F/W MULTI REC. ENG..... | — | 51 | — | 507 | 26,450 | 26,957 |
| TOTAL PISTON A/C..... | — | — | — | 519 | 217,890 | 218,409 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AERO COMMANDER | | | | | | |
| 680T | 11 | 52 | 2 | 0 | 21 | 21 |
| 680V | 11 | 52 | 2 | 0 | 20 | 20 |
| 680W | 11 | 52 | 2 | 0 | 25 | 25 |
| 681 | 11 | 52 | 2 | 0 | 20 | 20 |
| 690 | 11 | 52 | 2 | 0 | 30 | 30 |
| 690A | 11 | 52 | 2 | 0 | 61 | 61 |
| 1121 | 10 | 54 | 2 | 0 | 70 | 70 |
| 1121A | 10 | 54 | 2 | 0 | 7 | 7 |
| 1121B | 10 | 54 | 2 | 0 | 12 | 12 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 177 | 177 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 89 | 89 |
| TOTAL | — | — | — | 0 | 266 | 266 |
| AEROSPACE LINES | | | | | | |
| 377 SG | 92 | 52 | 4 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| AEROSPATIALE | | | | | | |
| SN-601 CORVETTE | 16 | 54 | 2 | 0 | 2 | 2 |
| NORD 262A | 31 | 52 | 2 | 0 | 1 | 1 |
| ATR 42-300 | 50 | 52 | 2 | 55 | 0 | 55 |
| ATR 42-320 | 50 | 52 | 2 | 39 | 1 | 40 |
| ATR-42 | 50 | 52 | 2 | 1 | 0 | 1 |
| ATR 72 202 | 76 | 52 | 2 | 5 | 2 | 7 |
| F/W MULTI TURBOPROP | — | 52 | — | 100 | 4 | 104 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 100 | 6 | 106 |
| AIRBUS | | | | | | |
| A310-200 | 280 | 54 | 2 | 4 | 0 | 4 |
| A300B4-605R | 380 | 54 | 2 | 27 | 3 | 30 |
| A310-222 | 265 | 54 | 2 | 3 | 0 | 3 |
| A310-324 | 280 | 54 | 2 | 2 | 0 | 2 |
| A320-211 | 182 | 54 | 2 | 22 | 0 | 22 |
| A320-212 | 182 | 54 | 2 | 2 | 0 | 2 |
| A320-231 | 182 | 54 | 2 | 20 | 0 | 20 |
| F/W MULTI TURBOJET | — | 54 | — | 80 | 3 | 83 |
| TOTAL | — | — | — | 80 | 3 | 83 |
| ARMSTRONG WHITWORTH | | | | | | |
| ARGOSY AW650 SER 101 | 90 | 52 | 4 | 0 | 2 | 2 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| AYRES CORPORATION | | | | | | |
| S2R-PT6 | 1 | 42 | 1 | 0 | 1 | 1 |
| S2R-T15 | 1 | 42 | 1 | 0 | 14 | 14 |
| S2R-T34 | 1 | 42 | 1 | 0 | 93 | 93 |
| S2R-T11 | 1 | 42 | 1 | 0 | 5 | 5 |
| S2R-T41 | 1 | 42 | 1 | 0 | 2 | 2 |
| S2R-T45 | 2 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 116 | 116 |
| TOTAL | — | — | — | 0 | 116 | 116 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BAE/S.N.I.A.S. | | | | | | |
| CONCORDE TYPE I | 148 | 54 | 4 | 0 | 3 | 3 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| BEECH | | | | | | |
| E18S | 10 | 52 | 2 | 1 | 6 | 7 |
| G18S | 10 | 52 | 2 | 0 | 3 | 3 |
| H-18 | 11 | 52 | 2 | 0 | 3 | 3 |
| C-45H | 10 | 52 | 2 | 0 | 6 | 6 |
| TC-45J | 10 | 52 | 2 | 0 | 5 | 5 |
| A36 | 6 | 42 | 1 | 0 | 10 | 10 |
| T34 MENTOR | 2 | 42 | 1 | 0 | 8 | 8 |
| T-34C | 2 | 42 | 1 | 0 | 2 | 2 |
| T-34C-1 | 3 | 42 | 1 | 0 | 1 | 1 |
| 65-90 | 9 | 52 | 2 | 0 | 65 | 65 |
| 65-B90 | 9 | 52 | 2 | 0 | 1 | 1 |
| 65-A90 | 9 | 52 | 2 | 1 | 124 | 125 |
| F90 | 10 | 52 | 2 | 0 | 143 | 143 |
| C90A | 9 | 52 | 2 | 0 | 88 | 88 |
| B90 | 9 | 52 | 2 | 0 | 104 | 104 |
| C90 | 9 | 52 | 2 | 0 | 346 | 346 |
| E-90 | 10 | 52 | 2 | 0 | 244 | 244 |
| A100 | 11 | 52 | 2 | 0 | 58 | 58 |
| 100 | 11 | 52 | 2 | 0 | 49 | 49 |
| B100 | 11 | 52 | 2 | 1 | 117 | 118 |
| 200 | 11 | 52 | 2 | 1 | 466 | 467 |
| B200 | 11 | 52 | 2 | 2 | 306 | 308 |
| C90-1 | 9 | 52 | 2 | 0 | 1 | 1 |
| B200C | 11 | 52 | 2 | 0 | 14 | 14 |
| 200C | 11 | 52 | 2 | 1 | 7 | 8 |
| C-12 | 15 | 52 | 2 | 0 | 6 | 6 |
| 200T | 11 | 52 | 2 | 0 | 2 | 2 |
| 300 | 19 | 52 | 2 | 0 | 161 | 161 |
| 300LW | 19 | 52 | 2 | 0 | 1 | 1 |
| B300 | 19 | 52 | 2 | 0 | 43 | 43 |
| B300C | 19 | 52 | 2 | 0 | 1 | 1 |
| A99 | 17 | 52 | 2 | 0 | 1 | 1 |
| 99 | 17 | 52 | 2 | 14 | 25 | 39 |
| 99A | 17 | 52 | 2 | 3 | 8 | 11 |
| B-99 | 17 | 52 | 2 | 5 | 11 | 16 |
| C-99 | 17 | 52 | 2 | 0 | 59 | 59 |
| 1900 | 19 | 52 | 2 | 12 | 8 | 20 |
| 1900C | 19 | 52 | 2 | 154 | 23 | 177 |
| 1900D | 19 | 52 | 2 | 1 | 0 | 1 |
| 400 | 9 | 54 | 2 | 0 | 35 | 35 |
| 400A | 10 | 54 | 2 | 0 | 13 | 13 |
| B200T | 15 | 52 | 2 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 21 | 21 |
| F/W MULTI TURBOPROP | — | 52 | — | 196 | 2,506 | 2,702 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 48 | 48 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 196 | 2,575 | 2,771 |
| BEECHCRAFT-HAWKER CORP. | | | | | | |
| BH-125-600A | 11 | 54 | 2 | 0 | 15 | 15 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 15 | 15 |
| TOTAL | — | — | — | 0 | 15 | 15 |
| BOEING | | | | | | |
| 727-77C | 134 | 54 | 3 | 0 | 1 | 1 |
| 767-332 | 330 | 54 | 2 | 29 | 2 | 31 |
| 367-80 | 36 | 54 | 4 | 0 | 1 | 1 |
| 707-123B | 192 | 54 | 4 | 3 | 0 | 3 |
| 707-131B | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-138B | 192 | 54 | 4 | 7 | 0 | 7 |
| 707-227 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-311C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-321 | 192 | 54 | 4 | 2 | 1 | 3 |
| 707-328 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-331 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-321B | 192 | 54 | 4 | 7 | 0 | 7 |
| 707-323B | 192 | 54 | 4 | 4 | 2 | 6 |
| 707-320B | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-330B | 192 | 54 | 4 | 0 | 1 | 1 |
| 707-331B | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-369C | 192 | 54 | 4 | 3 | 0 | 3 |
| 707-358C | 192 | 54 | 4 | 0 | 1 | 1 |
| 707-382B | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-320C | 192 | 54 | 4 | 0 | 1 | 1 |
| 707-324C | 192 | 54 | 4 | 3 | 0 | 3 |
| 707-321C | 192 | 54 | 4 | 5 | 6 | 11 |
| 707-323C | 192 | 54 | 4 | 2 | 3 | 5 |
| 707-327C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-331C | 192 | 54 | 4 | 1 | 1 | 2 |
| 707-330C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-336C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-351C | 192 | 54 | 4 | 6 | 2 | 8 |
| 707-373C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-338C | 192 | 54 | 4 | 0 | 3 | 3 |
| 707-355C | 192 | 54 | 4 | 1 | 1 | 2 |
| 707-399C | 192 | 54 | 4 | 0 | 1 | 1 |
| 707-436 | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-341C | 192 | 54 | 4 | 1 | 0 | 1 |
| 720-022 | 143 | 54 | 4 | 5 | 0 | 5 |
| 720-025 | 143 | 54 | 4 | 1 | 1 | 2 |
| 720-027 | 143 | 54 | 4 | 4 | 1 | 5 |
| 720-047B | 143 | 54 | 4 | 2 | 0 | 2 |
| 720-051B | 143 | 54 | 4 | 1 | 1 | 2 |
| 720-060B | 143 | 54 | 4 | 0 | 1 | 1 |
| 720-068B | 143 | 54 | 4 | 1 | 0 | 1 |
| 727-1A7C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-17 | 134 | 54 | 3 | 1 | 1 | 2 |
| 727-14 | 134 | 54 | 3 | 1 | 0 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 727-2J7..... | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-22C..... | 143 | 54 | 3 | 31 | 2 | 33 |
| 727-25C..... | 134 | 54 | 3 | 24 | 1 | 25 |
| 727-27C..... | 134 | 54 | 3 | 13 | 0 | 13 |
| 727-27..... | 134 | 54 | 3 | 1 | 2 | 3 |
| 727-2J4..... | 134 | 54 | 3 | 0 | 2 | 2 |
| 727-21C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-22..... | 134 | 54 | 3 | 73 | 0 | 73 |
| 727-21..... | 134 | 54 | 3 | 10 | 1 | 11 |
| 727-23..... | 134 | 54 | 3 | 47 | 0 | 47 |
| 727-24C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-25..... | 134 | 54 | 3 | 32 | 2 | 34 |
| 727-29..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-30..... | 134 | 54 | 3 | 6 | 1 | 7 |
| 727-30C..... | 134 | 54 | 3 | 8 | 1 | 9 |
| 727-31..... | 134 | 54 | 3 | 14 | 1 | 15 |
| 727-31C..... | 134 | 54 | 3 | 6 | 0 | 6 |
| 727-35..... | 134 | 54 | 3 | 9 | 1 | 10 |
| 727-46..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-51..... | 134 | 54 | 3 | 15 | 0 | 15 |
| 727-51C..... | 134 | 54 | 3 | 10 | 0 | 10 |
| 727-76..... | 134 | 54 | 3 | 2 | 1 | 3 |
| 727-61..... | 134 | 54 | 3 | 0 | 1 | 1 |
| 727-77..... | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-78..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-62C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-81..... | 134 | 54 | 3 | 1 | 1 | 2 |
| 727-82C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-82..... | 134 | 54 | 3 | 0 | 1 | 1 |
| 727-90C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-92C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-95..... | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-100..... | 129 | 54 | 3 | 1 | 1 | 2 |
| 727-108C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-123..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-134C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-151C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-155C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-116..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-121C..... | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-162..... | 134 | 54 | 3 | 0 | 1 | 1 |
| 727-172C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-173C..... | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-180C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-185C..... | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-191..... | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-2F9..... | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-200..... | 134 | 54 | 3 | 20 | 1 | 21 |
| 727-2A1..... | 134 | 54 | 3 | 2 | 0 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 727-212 | 170 | 54 | 3 | 6 | 1 | 7 |
| 727-2A7 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-2B7 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-214 | 134 | 54 | 3 | 23 | 0 | 23 |
| 727-2M7 | 131 | 54 | 3 | 8 | 0 | 8 |
| 727-2D4 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q6 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q8 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q9 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2S7 | 134 | 54 | 3 | 7 | 0 | 7 |
| 727-208 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-221 | 134 | 54 | 3 | 7 | 1 | 8 |
| 727-222 | 134 | 54 | 3 | 103 | 0 | 103 |
| 727-223 | 134 | 54 | 3 | 97 | 0 | 97 |
| 727-295 | 134 | 54 | 3 | 11 | 0 | 11 |
| 727-224 | 134 | 54 | 3 | 45 | 0 | 45 |
| 727-225 | 134 | 54 | 3 | 64 | 20 | 84 |
| 727-227 | 134 | 54 | 3 | 74 | 2 | 76 |
| 727-231 | 134 | 54 | 3 | 55 | 0 | 55 |
| 727-233 | 154 | 54 | 3 | 18 | 0 | 18 |
| 727-235 | 134 | 54 | 3 | 23 | 0 | 23 |
| 727-243 | 189 | 54 | 3 | 12 | 3 | 15 |
| 727-247 | 134 | 54 | 3 | 39 | 3 | 42 |
| 727-251 | 134 | 54 | 3 | 52 | 0 | 52 |
| 727-259 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-254 | 134 | 54 | 3 | 5 | 0 | 5 |
| 727-264 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-281 | 134 | 54 | 3 | 5 | 1 | 6 |
| 727-277 | 189 | 54 | 3 | 9 | 0 | 9 |
| 727-290 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-291 | 134 | 54 | 3 | 5 | 0 | 5 |
| 727-230 | 134 | 54 | 3 | 11 | 0 | 11 |
| 727-2S2F | 124 | 54 | 3 | 15 | 0 | 15 |
| 727-232 | 154 | 54 | 3 | 113 | 2 | 115 |
| 727-228 | 134 | 54 | 3 | 7 | 1 | 8 |
| 727-2X8 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-294 | 134 | 54 | 3 | 1 | 1 | 2 |
| 727-44C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-44 | 134 | 54 | 3 | 3 | 1 | 4 |
| 737-112 | 113 | 54 | 2 | 2 | 0 | 2 |
| 737-130 | 100 | 54 | 2 | 14 | 0 | 14 |
| 737-2H4 | 130 | 54 | 2 | 12 | 1 | 13 |
| 737-201 | 100 | 54 | 2 | 50 | 0 | 50 |
| 737-205 | 100 | 54 | 2 | 7 | 0 | 7 |
| 737-202C | 100 | 54 | 2 | 1 | 0 | 1 |
| 737-204 | 100 | 54 | 2 | 3 | 0 | 3 |
| 737-210C | 100 | 54 | 2 | 2 | 0 | 2 |
| 737-214 | 100 | 54 | 2 | 2 | 3 | 5 |
| 737-212 | 100 | 54 | 2 | 1 | 0 | 1 |
| 737-217 | 130 | 54 | 2 | 5 | 2 | 7 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 737-219 | 130 | 54 | 2 | 2 | 2 | 4 |
| 737-230C | 134 | 54 | 2 | 0 | 1 | 1 |
| 737-222 | 100 | 54 | 2 | 59 | 5 | 64 |
| 737-232 | 130 | 54 | 2 | 32 | 1 | 33 |
| 737-242C | 100 | 54 | 2 | 1 | 0 | 1 |
| 737-2A1 | 124 | 54 | 2 | 3 | 0 | 3 |
| 737-2A6 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2H4 | 124 | 54 | 2 | 41 | 0 | 41 |
| 737-247 | 100 | 54 | 2 | 28 | 3 | 31 |
| 737-2H5 | 124 | 54 | 2 | 2 | 0 | 2 |
| 737-2E1 | 125 | 54 | 2 | 1 | 0 | 1 |
| 737-2S2C | 124 | 54 | 2 | 4 | 0 | 4 |
| 737-2Q8 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2Q9 | 124 | 54 | 2 | 4 | 0 | 4 |
| 737-2B1 | 134 | 54 | 2 | 4 | 0 | 4 |
| 737-2B4 | 130 | 54 | 2 | 2 | 0 | 2 |
| 737-2Q8C | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-244 | 134 | 54 | 2 | 2 | 0 | 2 |
| 737-290C | 134 | 54 | 2 | 3 | 0 | 3 |
| 737-291 | 134 | 54 | 2 | 26 | 2 | 28 |
| 737-293 | 100 | 54 | 2 | 4 | 2 | 6 |
| 737-2E3A | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-297 | 124 | 54 | 2 | 7 | 0 | 7 |
| 737-25A | 130 | 54 | 2 | 0 | 2 | 2 |
| 737-2A9 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2M8 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-299 | 130 | 54 | 2 | 1 | 0 | 1 |
| 737-275 | 119 | 54 | 2 | 2 | 0 | 2 |
| 737-247 | 149 | 54 | 2 | 9 | 0 | 9 |
| 737-2CO | 124 | 54 | 2 | 5 | 0 | 5 |
| 737-298C | 15 | 54 | 2 | 1 | 0 | 1 |
| 737-2T2 | 134 | 54 | 2 | 1 | 0 | 1 |
| 737-2T4 | 134 | 54 | 2 | 9 | 1 | 10 |
| 737-2K9 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2L9 | 136 | 54 | 2 | 1 | 0 | 1 |
| 737-2U9 | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-2S5C | 130 | 54 | 2 | 1 | 0 | 1 |
| 737-2X2 | 134 | 54 | 2 | 1 | 0 | 1 |
| 737-2X6C | 134 | 54 | 2 | 4 | 0 | 4 |
| 737-2B7 | 136 | 54 | 2 | 23 | 0 | 23 |
| 737-277 | 149 | 54 | 2 | 12 | 0 | 12 |
| 737-3B7 | 149 | 54 | 2 | 54 | 0 | 54 |
| 737-3TO | 149 | 54 | 2 | 52 | 3 | 55 |
| 737-3A4 | 149 | 54 | 2 | 8 | 0 | 8 |
| 737-3G7 | 149 | 54 | 2 | 23 | 0 | 23 |
| 737-3H4 | 149 | 54 | 2 | 49 | 0 | 49 |
| 737-3TO | 149 | 54 | 2 | 4 | 0 | 4 |
| 737-300 | 149 | 54 | 2 | 6 | 2 | 8 |
| 737-301 | 149 | 54 | 2 | 45 | 0 | 45 |
| 737-351 | 149 | 54 | 2 | 2 | 0 | 2 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 737-3M8 | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-347 | 149 | 54 | 2 | 13 | 0 | 13 |
| 737-3Q8 | 149 | 54 | 2 | 6 | 1 | 7 |
| 737-3Y0 | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-33A | 149 | 54 | 2 | 12 | 1 | 13 |
| 737-322 | 149 | 54 | 2 | 99 | 2 | 101 |
| 737-401 | 149 | 54 | 2 | 19 | 1 | 20 |
| 737-4B7 | 149 | 54 | 2 | 34 | 1 | 35 |
| 737-5H4 | 149 | 54 | 2 | 9 | 1 | 10 |
| 737-500 | 149 | 54 | 2 | 8 | 0 | 8 |
| 737-4Y0 | 149 | 54 | 2 | 0 | 1 | 1 |
| 737-4K5 | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-522 | 149 | 54 | 2 | 21 | 0 | 21 |
| 737-2M6C | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-3S3 | 149 | 54 | 2 | 3 | 3 | 6 |
| 737-46B | 149 | 54 | 2 | 0 | 1 | 1 |
| 747 | 400 | 54 | 4 | 1 | 0 | 1 |
| 747SP-21 | 360 | 54 | 4 | 10 | 0 | 10 |
| 747-2J9F | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-2F6B | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-211B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-2B4B | 495 | 54 | 4 | 3 | 0 | 3 |
| 747SP-27 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747SP-31 | 360 | 54 | 4 | 2 | 0 | 2 |
| 747-SR-46 | 494 | 54 | 4 | 3 | 1 | 4 |
| 747-238B | 495 | 54 | 4 | 11 | 0 | 11 |
| 747-243B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-249F | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-257B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-206B | 495 | 54 | 4 | 4 | 1 | 5 |
| 747-282B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-284B | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-200F | 495 | 54 | 4 | 3 | 0 | 3 |
| 747-121 | 495 | 54 | 4 | 25 | 3 | 28 |
| 747-122 | 495 | 54 | 4 | 18 | 0 | 18 |
| 747-123 | 495 | 54 | 4 | 14 | 1 | 15 |
| 747-124 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-133 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-130 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-131 | 495 | 54 | 4 | 11 | 0 | 11 |
| 747-132 | 495 | 54 | 4 | 3 | 0 | 3 |
| 747-136 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-156 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-135 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-212B | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-227 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-227B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-230B | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-151 | 495 | 54 | 4 | 10 | 0 | 10 |
| 747-251B | 495 | 54 | 4 | 17 | 0 | 17 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 747-127 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-128 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-228F | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-273C | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-245F | 495 | 54 | 4 | 6 | 0 | 6 |
| 747-251F | 495 | 54 | 4 | 7 | 0 | 7 |
| 747-143 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747SP-09 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-222B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-300 SERIES | 495 | 54 | 4 | 6 | 0 | 6 |
| 747-312 | 495 | 54 | 4 | 5 | 2 | 7 |
| 747-422 | 495 | 54 | 4 | 0 | 12 | 12 |
| 747-451 | 450 | 54 | 4 | 8 | 2 | 10 |
| 757-200 SERIES | 178 | 54 | 2 | 1 | 0 | 1 |
| 757-212 | 178 | 54 | 2 | 4 | 0 | 4 |
| 757-222 | 178 | 54 | 2 | 46 | 1 | 47 |
| 757-223 | 178 | 54 | 2 | 48 | 1 | 49 |
| 757-225 | 178 | 54 | 2 | 21 | 2 | 23 |
| 757-2S7 | 178 | 54 | 2 | 6 | 0 | 6 |
| 757-2G7 | 178 | 54 | 2 | 3 | 0 | 3 |
| 757-232 | 178 | 54 | 2 | 69 | 0 | 69 |
| 757-23APF | 178 | 54 | 2 | 1 | 0 | 1 |
| 757-23A | 178 | 54 | 2 | 2 | 0 | 2 |
| 757-23AF | 178 | 54 | 2 | 1 | 0 | 1 |
| 757-24APF | 178 | 54 | 2 | 23 | 1 | 24 |
| 757-251 | 178 | 54 | 2 | 32 | 1 | 33 |
| 757-236 | 178 | 54 | 2 | 1 | 0 | 1 |
| 767-2B7ER | 252 | 54 | 2 | 5 | 0 | 5 |
| 767-205 | 252 | 54 | 2 | 1 | 0 | 1 |
| 767-222 | 252 | 54 | 2 | 19 | 0 | 19 |
| 767-223 | 255 | 54 | 2 | 30 | 0 | 30 |
| 767-201 | 255 | 54 | 2 | 6 | 0 | 6 |
| 767-231 | 255 | 54 | 2 | 10 | 0 | 10 |
| 767-232 | 255 | 54 | 2 | 15 | 0 | 15 |
| 767-2S1 | 255 | 54 | 2 | 1 | 0 | 1 |
| 767-322ER | 330 | 54 | 2 | 5 | 0 | 5 |
| 767-323ER | 330 | 54 | 2 | 18 | 0 | 18 |
| DHC-6-300 | 22 | 52 | 2 | 0 | 3 | 3 |
| DHC-8-102 | 39 | 52 | 2 | 25 | 25 | 50 |
| DHC-8-301 | 39 | 52 | 2 | 0 | 1 | 1 |
| DHC-7-102 | 59 | 52 | 4 | 0 | 2 | 2 |
| DHC-8-103 | 39 | 52 | 2 | 1 | 1 | 2 |
| 767-259ER | 255 | 54 | 2 | 2 | 0 | 2 |
| 747 200B | 494 | 54 | 4 | 3 | 0 | 3 |
| BOEING 737 2J8 | 125 | 54 | 2 | 1 | 0 | 1 |
| DHC-8-311 | 39 | 52 | 2 | 0 | 5 | 5 |
| F/W MULTI TURBOPROP | — | 52 | — | 26 | 37 | 63 |
| F/W MULTI TURBOJET | — | 54 | — | 2,788 | 159 | 2,947 |
| TOTAL | — | — | — | 2,814 | 196 | 3,010 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BRITISH AEROSPACE | | | | | | |
| DH-125-3ARA | 10 | 54 | 2 | 0 | 1 | 1 |
| HS125 FAN 400A..... | 14 | 54 | 2 | 0 | 2 | 2 |
| HS125 SERIES F.400B | 14 | 54 | 2 | 0 | 1 | 1 |
| BAE JETSTREAM 3101 | 19 | 52 | 2 | 149 | 5 | 154 |
| BAE JETSTREAM 3201 | 19 | 52 | 2 | 116 | 1 | 117 |
| BAE 146 SERIES 100A | 93 | 54 | 4 | 3 | 0 | 3 |
| BAE 146 SERIES 200..... | 109 | 54 | 4 | 9 | 0 | 9 |
| BAE 146 SERIES 200A | 109 | 54 | 4 | 31 | 1 | 32 |
| BAE 146 SERIES 300A | 100 | 54 | 4 | 5 | 0 | 5 |
| BAE 125 SERIES 800A | 14 | 54 | 2 | 1 | 131 | 132 |
| BAE125-800B | 17 | 54 | 2 | 0 | 1 | 1 |
| BAE ATP | 72 | 52 | 2 | 10 | 0 | 10 |
| BAC 1-11 420/EL..... | 79 | 54 | 2 | 1 | 0 | 1 |
| HS.125-700A..... | 15 | 54 | 2 | 1 | 68 | 69 |
| HS-125-700B | 15 | 54 | 2 | 0 | 1 | 1 |
| HS 125 SERIES 600A | 11 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 275 | 6 | 281 |
| F/W MULTI TURBOJET..... | — | 54 | — | 51 | 207 | 258 |
| TOTAL | — | — | — | 326 | 213 | 539 |
| BRITISH AIRCRAFT | | | | | | |
| BAC 1-11 203/AE | 72 | 54 | 2 | 7 | 1 | 8 |
| BAC 1-11 204/AF | 72 | 54 | 2 | 9 | 0 | 9 |
| BAC 1-11 212/AR | 72 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 215/AU | 72 | 54 | 2 | 3 | 0 | 3 |
| BAC 1-11 401/AK | 79 | 54 | 2 | 10 | 6 | 16 |
| BAC 1-11 412A/EB..... | 79 | 54 | 2 | 0 | 1 | 1 |
| BAC 1-11 414/EG | 79 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 410/AQ | 79 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 419/EP | 79 | 54 | 2 | 0 | 1 | 1 |
| BAC 1-11 422/EQ | 81 | 54 | 2 | 1 | 0 | 1 |
| F/W MULTI TURBOJET..... | — | 54 | — | 33 | 9 | 42 |
| TOTAL | — | — | — | 33 | 9 | 42 |
| C A S A | | | | | | |
| C-212-DF | 19 | 52 | 2 | 0 | 2 | 2 |
| CN-235-100..... | 48 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| CANADAIR | | | | | | |
| F-86E MK.6 | 1 | 44 | 1 | 0 | 16 | 16 |
| F-86 MK.5..... | 1 | 44 | 1 | 0 | 4 | 4 |
| T-33..... | 2 | 44 | 1 | 0 | 25 | 25 |
| CL-44D4 | 181 | 52 | 4 | 5 | 2 | 7 |
| CL-600 CHALLENGER | 13 | 54 | 2 | 0 | 60 | 60 |
| CL-600-2A12..... | 19 | 54 | 2 | 0 | 28 | 28 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 45 | 45 |
| F/W MULTI TURBOPROP | — | 52 | — | 5 | 2 | 7 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 88 | 88 |
| TOTAL | — | — | — | 5 | 135 | 140 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CESSNA | | | | | | |
| 208B..... | 6 | 42 | 1 | 0 | 254 | 254 |
| 208..... | 10 | 42 | 1 | 0 | 72 | 72 |
| 208A..... | 2 | 42 | 1 | 0 | 8 | 8 |
| T-37C..... | 2 | 54 | 2 | 0 | 6 | 6 |
| 402..... | 10 | 52 | 2 | 0 | 3 | 3 |
| 414..... | 8 | 52 | 2 | 0 | 9 | 9 |
| 421B..... | 8 | 52 | 2 | 0 | 7 | 7 |
| 421C..... | 8 | 52 | 2 | 0 | 29 | 29 |
| 425..... | 12 | 52 | 2 | 0 | 170 | 170 |
| 441..... | 10 | 52 | 2 | 1 | 209 | 210 |
| 525..... | 8 | 54 | 2 | 0 | 1 | 1 |
| 500..... | 8 | 54 | 2 | 0 | 176 | 176 |
| 501..... | 8 | 54 | 2 | 0 | 214 | 214 |
| 550..... | 8 | 54 | 2 | 0 | 317 | 317 |
| 551..... | 8 | 54 | 2 | 0 | 47 | 47 |
| 552..... | 6 | 54 | 2 | 0 | 14 | 14 |
| S550..... | 8 | 54 | 2 | 0 | 123 | 123 |
| 552-T47..... | 6 | 54 | 2 | 0 | 1 | 1 |
| 560..... | 11 | 54 | 2 | 0 | 102 | 102 |
| 650..... | 12 | 54 | 2 | 0 | 161 | 161 |
| 337A..... | 6 | 42 | 1 | 0 | 1 | 1 |
| A-37A..... | 2 | 54 | 2 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 335 | 335 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 1 | 427 | 428 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 1,163 | 1,163 |
| TOTAL..... | — | — | — | 1 | 1,925 | 1,926 |
| C-212 AVIOCAR..... | 19 | 52 | 2 | 2 | 8 | 10 |
| C-212-CB..... | 19 | 52 | 2 | 1 | 2 | 3 |
| C-212-CC..... | 28 | 52 | 2 | 6 | 8 | 14 |
| C-212-100..... | 19 | 52 | 2 | 1 | 0 | 1 |
| C-212-200..... | 19 | 52 | 2 | 6 | 7 | 13 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 16 | 25 | 41 |
| TOTAL..... | — | — | — | 16 | 25 | 41 |
| CONVAIR | | | | | | |
| 600-240D..... | 48 | 52 | 2 | 16 | 6 | 22 |
| 340..... | 46 | 52 | 2 | 11 | 12 | 23 |
| 340-31..... | 46 | 52 | 2 | 9 | 7 | 16 |
| 340-32..... | 46 | 52 | 2 | 0 | 1 | 1 |
| 580..... | 46 | 52 | 2 | 2 | 4 | 6 |
| 640..... | 54 | 52 | 2 | 1 | 0 | 1 |
| 640-340D..... | 46 | 52 | 2 | 12 | 2 | 14 |
| 440..... | 54 | 52 | 2 | 4 | 25 | 29 |
| 640-440D..... | 54 | 52 | 2 | 1 | 0 | 1 |
| F102A..... | 1 | 44 | 1 | 0 | 1 | 1 |
| NF-106B..... | 1 | 44 | 1 | 0 | 1 | 1 |
| 30..... | 152 | 54 | 4 | 0 | 1 | 1 |
| 30A..... | 152 | 54 | 4 | 1 | 1 | 2 |
| 30A-6..... | 152 | 54 | 4 | 0 | 1 | 1 |
| 22..... | 152 | 54 | 4 | 4 | 5 | 9 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 22M | 152 | 54 | 4 | 1 | 0 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 2 | 2 |
| F/W MULTI TURBOPROP | — | 52 | — | 56 | 57 | 113 |
| F/W MULTI TURBOJET | — | 54 | — | 6 | 8 | 14 |
| TOTAL | — | — | — | 62 | 67 | 129 |
| DASSAULT-BREGUET | | | | | | |
| FALCON 10 | 7 | 54 | 2 | 0 | 107 | 107 |
| FALCON 20 | 10 | 54 | 2 | 0 | 38 | 38 |
| MYSTERE FALCON 20-D5 | 14 | 54 | 2 | 0 | 1 | 1 |
| MYSTERE FALCON 20-F5 | 14 | 54 | 2 | 0 | 10 | 10 |
| FALCON 50 | 10 | 54 | 3 | 0 | 125 | 125 |
| MYSTERE FALCON 20-C5 | 14 | 54 | 2 | 0 | 4 | 4 |
| MYSTERE FALCON 100 | 8 | 54 | 2 | 0 | 1 | 1 |
| MYSTERE FALCON 200 | 13 | 54 | 2 | 0 | 20 | 20 |
| MYSTERE FALCON 900 | 12 | 54 | 3 | 0 | 45 | 45 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 351 | 351 |
| TOTAL | — | — | — | 0 | 351 | 351 |
| DASSAULT-SUD | | | | | | |
| FAN JET FALCON SER F | 14 | 54 | 2 | 0 | 18 | 18 |
| FAN JET FALCON | 12 | 54 | 2 | 2 | 89 | 91 |
| FAN JET FALCON SER C | 14 | 54 | 2 | 0 | 2 | 2 |
| FAN JET FALCON SER D | 14 | 54 | 2 | 0 | 7 | 7 |
| F/W MULTI TURBOJET | — | 54 | — | 2 | 116 | 118 |
| TOTAL | — | — | — | 2 | 116 | 118 |
| DEHAVILLAND | | | | | | |
| BEAVER DHC-2 MK.3 | 8 | 42 | 1 | 0 | 12 | 12 |
| COMET 4C | 65 | 54 | 4 | 0 | 2 | 2 |
| DH104 DOVE 7AXC | 13 | 52 | 2 | 0 | 1 | 1 |
| DH 112 SEA VENOM | 2 | 44 | 1 | 0 | 3 | 3 |
| VAMPIRE | 3 | 44 | 1 | 0 | 4 | 4 |
| VAMPIRE MK-3 | 3 | 44 | 1 | 0 | 2 | 2 |
| DHC-6 TWIN OTTER | 16 | 52 | 2 | 37 | 41 | 78 |
| DHC-6-100 | 23 | 52 | 2 | 0 | 2 | 2 |
| DHC-6-200 | 24 | 52 | 2 | 0 | 3 | 3 |
| DHC-6-300 | 22 | 52 | 2 | 51 | 14 | 65 |
| DHC-7 | 55 | 52 | 4 | 1 | 0 | 1 |
| DHC-7-102 | 59 | 52 | 4 | 29 | 15 | 44 |
| DHC-7-103 | 55 | 52 | 4 | 1 | 2 | 3 |
| DHC-5 BUFFALO | 44 | 52 | 2 | 0 | 1 | 1 |
| C-8A BUFFALO | 44 | 52 | 2 | 0 | 1 | 1 |
| DH115 VAMPIRE | 2 | 54 | 2 | 0 | 4 | 4 |
| MK-35 | 2 | 44 | 1 | 0 | 11 | 11 |
| DHC 2 MK III | 7 | 42 | 1 | 1 | 2 | 3 |
| DHC-8 | 39 | 52 | 2 | 16 | 0 | 16 |
| DHC-8-101 | 39 | 52 | 2 | 1 | 2 | 3 |
| DHC-8-102 | 39 | 52 | 2 | 24 | 5 | 29 |
| F/W S-ENG TURBOPROP | — | 42 | — | 1 | 14 | 15 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 20 | 20 |
| F/W MULTI TURBOPROP | — | 52 | — | 160 | 87 | 247 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 6 | 6 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 161 | 127 | 288 |
| DORNIER | | | | | | |
| 228-201 | 20 | 52 | 2 | 8 | 0 | 8 |
| DO228-202 | 20 | 52 | 2 | 27 | 1 | 28 |
| DO.228-200 | 19 | 52 | 2 | 3 | 0 | 3 |
| F/W MULTI TURBOPROP | — | 52 | — | 38 | 1 | 39 |
| TOTAL | — | — | — | 38 | 1 | 39 |
| DOUGLAS | | | | | | |
| NTA3B | 5 | 54 | 2 | 0 | 1 | 1 |
| A-4B | 1 | 44 | 1 | 0 | 1 | 1 |
| DC3-S | 32 | 52 | 2 | 0 | 2 | 2 |
| DC3C-65TP | 32 | 52 | 2 | 0 | 1 | 1 |
| C-133A | 200 | 52 | 4 | 0 | 4 | 4 |
| C133B | 9 | 52 | 4 | 0 | 1 | 1 |
| DC-8-21 | 152 | 54 | 4 | 6 | 1 | 7 |
| DC-8-31 | 152 | 54 | 4 | 0 | 2 | 2 |
| DC-8-32 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-33 | 152 | 54 | 4 | 5 | 0 | 5 |
| DC-8-51 | 152 | 54 | 4 | 14 | 0 | 14 |
| DC-8-52 | 152 | 54 | 4 | 4 | 1 | 5 |
| DC-8-53 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-54 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8F-54 | 152 | 54 | 4 | 10 | 1 | 11 |
| DC-8-55 | 152 | 54 | 4 | 1 | 2 | 3 |
| DC-8F-55 | 152 | 54 | 4 | 4 | 2 | 6 |
| DC-8-61 | 152 | 54 | 4 | 14 | 2 | 16 |
| DC-8-62 | 152 | 54 | 4 | 14 | 2 | 16 |
| DC-8-62F | 152 | 54 | 4 | 3 | 1 | 4 |
| DC-8-63 | 152 | 54 | 4 | 10 | 2 | 12 |
| DC-8-63F | 152 | 54 | 4 | 3 | 0 | 3 |
| DC-8-72 | 152 | 54 | 4 | 1 | 1 | 2 |
| DC-8-73 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-71F | 152 | 54 | 4 | 22 | 0 | 22 |
| DC-8-73F | 152 | 54 | 4 | 35 | 0 | 35 |
| DC-9 | 85 | 54 | 2 | 1 | 1 | 2 |
| DC-9-14 | 85 | 54 | 2 | 35 | 2 | 37 |
| DC9-15 | 85 | 54 | 2 | 27 | 2 | 29 |
| DC-9-15F | 85 | 54 | 2 | 10 | 0 | 10 |
| DC-9-31 | 85 | 54 | 2 | 176 | 3 | 179 |
| DC-9-32 | 85 | 54 | 2 | 63 | 3 | 66 |
| DC-9-32F | 85 | 54 | 2 | 3 | 0 | 3 |
| DC-9-33F | 85 | 54 | 2 | 7 | 0 | 7 |
| DC-9-41 | 85 | 54 | 2 | 11 | 0 | 11 |
| DC-10-30F | 345 | 54 | 3 | 22 | 0 | 22 |
| DC-10-40 | 345 | 54 | 3 | 21 | 0 | 21 |
| A-4A | 1 | 44 | 1 | 1 | 0 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 1 | 1 | 2 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 8 | 8 |
| F/W MULTI TURBOJET | — | 54 | — | 526 | 29 | 555 |
| TOTAL | — | — | — | 527 | 38 | 565 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No Engines | | | |
| EMBRAER | | | | | | |
| EMB-110P1 | 20 | 52 | 2 | 27 | 45 | 72 |
| EMB-110P2 | 22 | 52 | 2 | 0 | 3 | 3 |
| EMB-120 | 32 | 52 | 2 | 96 | 6 | 102 |
| EMB-120 RT | 32 | 52 | 2 | 71 | 6 | 77 |
| F/W MULTI TURBOPROP | — | 52 | — | 194 | 60 | 254 |
| TOTAL | — | — | — | 194 | 60 | 254 |
| FAIRCHILD | | | | | | |
| C-119F | 78 | 54 | 2 | 3 | 1 | 4 |
| C-119G-3E | 52 | 54 | 2 | 0 | 2 | 2 |
| F-27 | 61 | 52 | 2 | 3 | 8 | 11 |
| F-27A | 61 | 52 | 2 | 1 | 1 | 2 |
| F-27B | 61 | 52 | 2 | 0 | 1 | 1 |
| F-27F | 61 | 52 | 2 | 3 | 6 | 9 |
| F-27J | 61 | 52 | 2 | 1 | 2 | 3 |
| F27M | 61 | 52 | 2 | 0 | 2 | 2 |
| FH-227 | 61 | 52 | 2 | 2 | 0 | 2 |
| FH-227B | 61 | 52 | 2 | 1 | 0 | 1 |
| FH-227D | 61 | 52 | 2 | 0 | 1 | 1 |
| SA227-AC | 12 | 52 | 2 | 136 | 27 | 163 |
| SA227-AT | 12 | 52 | 2 | 11 | 1 | 12 |
| SA226-T | 8 | 52 | 2 | 0 | 2 | 2 |
| SA226-AT | 12 | 52 | 2 | 0 | 2 | 2 |
| SA226-T(B) | 22 | 52 | 2 | 0 | 1 | 1 |
| PILATUS PC6/B1-H2 | 8 | 42 | 1 | 0 | 3 | 3 |
| PILATUS PC6/B2-H2 | 8 | 42 | 1 | 0 | 1 | 1 |
| PILATUS PC6/C-H2 | 8 | 42 | 1 | 0 | 4 | 4 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 8 | 8 |
| F/W MULTI TURBOPROP | — | 52 | — | 158 | 54 | 212 |
| F/W MULTI TURBOJET | — | 54 | — | 3 | 3 | 6 |
| TOTAL | — | — | — | 161 | 65 | 226 |
| FAIREY AVIATION LTD | | | | | | |
| FIREFLY AS-6 | 5 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| FOKKER | | | | | | |
| F27 | 41 | 52 | 2 | 3 | 0 | 3 |
| F27-100 | 55 | 52 | 2 | 5 | 0 | 5 |
| F27-200 | 55 | 52 | 2 | 6 | 0 | 6 |
| F27 MK 500 | 55 | 52 | 2 | 39 | 3 | 42 |
| F27 MK 600 | 56 | 52 | 2 | 1 | 0 | 1 |
| F28 MK 0100 | 111 | 54 | 2 | 48 | 0 | 48 |
| F.28 MK 1000 | 69 | 54 | 2 | 21 | 1 | 22 |
| F.28 MK4000 | 69 | 54 | 2 | 24 | 1 | 25 |
| F/W MULTI TURBOPROP | — | 52 | — | 54 | 3 | 57 |
| F/W MULTI TURBOJET | — | 54 | — | 93 | 2 | 95 |
| TOTAL | — | — | — | 147 | 5 | 152 |
| GATES LEAR JET | | | | | | |
| 24B | 8 | 54 | 2 | 0 | 3 | 3 |
| 24B-A | 8 | 54 | 2 | 0 | 3 | 3 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 24D..... | 8 | 54 | 2 | 0 | 32 | 32 |
| 24D-A..... | 8 | 54 | 2 | 0 | 1 | 1 |
| 24E..... | 8 | 54 | 2 | 0 | 10 | 10 |
| 24F..... | 8 | 54 | 2 | 0 | 8 | 8 |
| 25..... | 10 | 54 | 2 | 0 | 8 | 8 |
| 25B..... | 10 | 54 | 2 | 0 | 70 | 70 |
| 25C..... | 10 | 54 | 2 | 0 | 9 | 9 |
| 28..... | 9 | 54 | 2 | 0 | 3 | 3 |
| 35..... | 10 | 54 | 2 | 0 | 55 | 55 |
| 36A..... | 10 | 54 | 2 | 1 | 24 | 25 |
| 36..... | 10 | 54 | 2 | 0 | 12 | 12 |
| 25D..... | 10 | 54 | 2 | 1 | 101 | 102 |
| 55..... | 13 | 54 | 2 | 0 | 94 | 94 |
| 55B..... | 13 | 54 | 2 | 0 | 7 | 7 |
| 55C..... | 13 | 54 | 2 | 0 | 7 | 7 |
| 35A..... | 10 | 54 | 2 | 0 | 304 | 304 |
| F/W MULTI TURBOJET..... | — | 54 | — | 2 | 751 | 753 |
| TOTAL..... | — | — | — | 2 | 751 | 753 |
| GLOSTER | | | | | | |
| METEOR F4..... | 2 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| N22B..... | 14 | 52 | 2 | 0 | 4 | 4 |
| N22S..... | 14 | 52 | 2 | 0 | 7 | 7 |
| N24A..... | 19 | 52 | 2 | 0 | 12 | 12 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 0 | 23 | 23 |
| TOTAL..... | — | — | — | 0 | 23 | 23 |
| AIRBUS IND. A300B4..... | 348 | 54 | 2 | 12 | 0 | 12 |
| AIRBUS A310-324..... | 280 | 54 | 2 | 12 | 0 | 12 |
| A300B4-203..... | 341 | 54 | 2 | 29 | 0 | 29 |
| AIRBUS IND A300B4-2C..... | 348 | 54 | 2 | 3 | 0 | 3 |
| F/W MULTI TURBOJET..... | — | 54 | — | 56 | 0 | 56 |
| TOTAL..... | — | — | — | 56 | 0 | 56 |
| GRUMMAN | | | | | | |
| HU 16A..... | 8 | 52 | 2 | 0 | 2 | 2 |
| HU-16B..... | 8 | 52 | 2 | 0 | 8 | 8 |
| F9F..... | 2 | 44 | 1 | 0 | 1 | 1 |
| OV-1A..... | 2 | 52 | 2 | 0 | 3 | 3 |
| OV-1C..... | 2 | 52 | 2 | 0 | 1 | 1 |
| G-21A..... | 8 | 52 | 2 | 0 | 1 | 1 |
| G-73..... | 12 | 52 | 2 | 4 | 25 | 29 |
| G-73T..... | 12 | 52 | 2 | 0 | 2 | 2 |
| G-159..... | 21 | 52 | 2 | 2 | 72 | 74 |
| G-1159..... | 22 | 54 | 2 | 2 | 107 | 109 |
| G1159B..... | 122 | 54 | 2 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 6 | 114 | 120 |
| F/W MULTI TURBOJET..... | — | 54 | — | 2 | 109 | 111 |
| TOTAL..... | — | — | — | 8 | 224 | 232 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviatic. | Total Aircraft |
|------------------------------------|-------------|-----------------------------|----------------|-------------|---------------------|-------------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GRUMMAN AMERICAN AVN. CORP | | | | | | |
| G-164B | 1 | 42 | 1 | 0 | 2 | 2 |
| G-159 | 21 | 52 | 2 | 0 | 1 | 1 |
| G-1159 | 22 | 54 | 2 | 0 | 34 | 34 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 2 | 2 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 1 | 1 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 34 | 34 |
| TOTAL | — | — | — | 0 | 37 | 37 |
| GRUMMAN-PRYOR | | | | | | |
| F9F-2 | 1 | 44 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| GULFSTREAM AEROSPACE | | | | | | |
| 695A | 11 | 52 | 2 | 0 | 2 | 2 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| G-1159A | 21 | 54 | 2 | 0 | 62 | 62 |
| G1159B | 22 | 54 | 2 | 0 | 26 | 26 |
| G-111 | 19 | 54 | 2 | 0 | 2 | 2 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 90 | 90 |
| TOTAL | — | — | — | 0 | 90 | 90 |
| GULFSTREAM AM CORP COMM DIV | | | | | | |
| 690C | 11 | 52 | 2 | 0 | 26 | 26 |
| 690D | 11 | 52 | 2 | 0 | 14 | 14 |
| 695 | 11 | 52 | 2 | 0 | 6 | 6 |
| 695A | 11 | 52 | 2 | 0 | 35 | 35 |
| G-1159 | 22 | 54 | 2 | 0 | 32 | 32 |
| G-1159A | 21 | 54 | 2 | 1 | 60 | 61 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 81 | 81 |
| F/W MULTI TURBOJET | — | 54 | — | 1 | 92 | 93 |
| TOTAL | — | — | — | 1 | 173 | 174 |
| HAMBURGER FLUGZEUGBAU | | | | | | |
| HFB 320 HANSA | 11 | 54 | 2 | 0 | 11 | 11 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 11 | 11 |
| TOTAL | — | — | — | 0 | 11 | 11 |
| HANDLEY PAGE | | | | | | |
| HP-137 MK1 | 20 | 52 | 2 | 0 | 10 | 10 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 10 | 10 |
| HAWK INDUSTRIES INC | | | | | | |
| GAF-HAWK #125 | 1 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| HAWKER | | | | | | |
| SEA FURY ISS-25 | 1 | 44 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| HUNTER T MK 7 | 2 | 44 | 1 | 0 | 2 | 2 |
| MK 51 | 1 | 44 | 1 | 0 | 1 | 1 |
| DH-125 | 10 | 54 | 2 | 0 | 21 | 21 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DH.125-1A..... | 10 | 54 | 2 | 0 | 13 | 13 |
| DH.125-1A/522..... | 10 | 54 | 2 | 0 | 5 | 5 |
| HS.125-1B/522..... | 10 | 54 | 2 | 0 | 2 | 2 |
| DH.125-3A..... | 10 | 54 | 2 | 0 | 8 | 8 |
| DH.125-3A/R..... | 10 | 54 | 2 | 0 | 2 | 2 |
| DH.125-3A/RA..... | 10 | 54 | 2 | 0 | 8 | 8 |
| HS-125-1A..... | 10 | 54 | 2 | 0 | 1 | 1 |
| BH.125-400A..... | 10 | 54 | 2 | 0 | 20 | 20 |
| DH.125-400A..... | 10 | 54 | 2 | 1 | 26 | 27 |
| HS125 SRS 400A..... | 14 | 54 | 2 | 0 | 4 | 4 |
| HS125 SERIES 400B..... | 14 | 54 | 2 | 0 | 1 | 1 |
| HS-125-600A..... | 11 | 54 | 2 | 0 | 10 | 10 |
| HS-125-600B..... | 10 | 54 | 2 | 0 | 2 | 2 |
| HS.125 SERIES 700A..... | 15 | 54 | 2 | 0 | 74 | 74 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 3 | 3 |
| F/W MULTI TURBOJET..... | — | 54 | — | 1 | 197 | 198 |
| TOTAL..... | — | — | — | 1 | 200 | 201 |
| HEINKEL | | | | | | |
| POTZ-HEINKEL CM 191..... | 4 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| HELIO | | | | | | |
| HST-550..... | 10 | 42 | 1 | 0 | 2 | 2 |
| HST-550A..... | 10 | 42 | 1 | 0 | 2 | 2 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 4 | 4 |
| HISPANO AVIACION | | | | | | |
| HA-220..... | 1 | 54 | 2 | 0 | 3 | 3 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| INTERCEPTOR | | | | | | |
| 400..... | 4 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| ISRAEL AIRCRAFT INDUSTRIES | | | | | | |
| 1121..... | 10 | 54 | 2 | 0 | 1 | 1 |
| 1123..... | 10 | 54 | 2 | 0 | 21 | 21 |
| 1124..... | 10 | 54 | 2 | 0 | 144 | 144 |
| 1124A..... | 12 | 54 | 2 | 0 | 64 | 64 |
| 1125 WESTWIND ASTRA..... | 9 | 54 | 2 | 0 | 45 | 45 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 275 | 275 |
| TOTAL..... | — | — | — | 0 | 275 | 275 |
| LEAR JET | | | | | | |
| 23..... | 8 | 54 | 2 | 1 | 44 | 45 |
| 24..... | 8 | 54 | 2 | 0 | 59 | 59 |
| 24A..... | 8 | 54 | 2 | 0 | 9 | 9 |
| 24B..... | 8 | 54 | 2 | 0 | 28 | 28 |
| 24D..... | 8 | 54 | 2 | 0 | 13 | 13 |
| 25..... | 10 | 54 | 2 | 0 | 48 | 48 |
| 31..... | 10 | 54 | 2 | 0 | 15 | 15 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 31A..... | 10 | 54 | 2 | 0 | 2 | 2 |
| 35A..... | 10 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET..... | — | 54 | — | 1 | 219 | 220 |
| TOTAL..... | — | — | — | 1 | 219 | 220 |
| LING-TEMCO-VOUGHT | | | | | | |
| RF-8G..... | 1 | 44 | 1 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| LOCKHEED | | | | | | |
| P-3A..... | 10 | 52 | 4 | 0 | 10 | 10 |
| P-3B..... | 12 | 52 | 4 | 0 | 4 | 4 |
| P-3P..... | 12 | 52 | 4 | 0 | 1 | 1 |
| ER-2..... | 1 | 44 | 1 | 0 | 2 | 2 |
| T-33..... | 2 | 44 | 1 | 0 | 19 | 19 |
| T-33A..... | 2 | 44 | 1 | 0 | 31 | 31 |
| T-33B..... | 2 | 44 | 1 | 0 | 2 | 2 |
| T2V-1A..... | 2 | 44 | 1 | 0 | 1 | 1 |
| TV-2..... | 2 | 44 | 1 | 0 | 4 | 4 |
| F-104A..... | 1 | 44 | 1 | 0 | 3 | 3 |
| F-104G..... | 1 | 44 | 1 | 0 | 1 | 1 |
| TF-104G..... | 1 | 44 | 1 | 0 | 2 | 2 |
| CF104D..... | 2 | 44 | 1 | 0 | 2 | 2 |
| F104B..... | 1 | 44 | 1 | 0 | 1 | 1 |
| C-130A..... | 9 | 52 | 4 | 0 | 30 | 30 |
| NC-130B..... | 9 | 52 | 4 | 0 | 1 | 1 |
| 188A..... | 102 | 52 | 4 | 15 | 2 | 17 |
| 188C..... | 102 | 52 | 4 | 24 | 3 | 27 |
| NP-3A..... | 10 | 52 | 4 | 0 | 1 | 1 |
| 1329..... | 8 | 54 | 4 | 0 | 50 | 50 |
| CP-140A..... | 10 | 52 | 4 | 0 | 3 | 3 |
| 1329-23A..... | 12 | 54 | 4 | 0 | 1 | 1 |
| 1329-23D..... | 8 | 54 | 4 | 0 | 2 | 2 |
| 1329-23E..... | 12 | 54 | 4 | 0 | 24 | 24 |
| 1329-25 JETSTAR II..... | 12 | 54 | 4 | 0 | 27 | 27 |
| 382..... | 3 | 52 | 4 | 1 | 0 | 1 |
| 382B..... | 3 | 52 | 4 | 3 | 0 | 3 |
| 382B-7C..... | 3 | 52 | 4 | 1 | 0 | 1 |
| 382E..... | 3 | 52 | 4 | 2 | 0 | 2 |
| 382G..... | 3 | 52 | 4 | 5 | 2 | 7 |
| 382E-44K-20..... | 3 | 52 | 4 | 3 | 1 | 4 |
| 382E-44K-30..... | 3 | 52 | 4 | 1 | 0 | 1 |
| 382G-44K-30..... | 3 | 52 | 4 | 2 | 3 | 5 |
| 300-50A-01..... | 158 | 54 | 4 | 0 | 1 | 1 |
| L-1011-385-1..... | 358 | 54 | 3 | 76 | 3 | 79 |
| L-1011-385-1-15..... | 400 | 54 | 3 | 12 | 0 | 12 |
| L-1011-385-1-14-15..... | 400 | 54 | 3 | 5 | 0 | 5 |
| L-1011-385-3..... | 400 | 54 | 3 | 16 | 0 | 16 |
| YF-22A..... | 1 | 55 | 2 | 0 | 2 | 2 |
| WP-3D..... | 21 | 52 | 4 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 68 | 68 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W MULTI TURBOPROP | — | 52 | — | 57 | 63 | 120 |
| F/W MULTI TURBOJET | — | 54 | — | 109 | 108 | 217 |
| TOTAL | — | — | — | 166 | 239 | 405 |
| LOCKHEED CORPORATION | | | | | | |
| 1329 731 JETSTAR | 12 | 54 | 4 | 0 | 2 | 2 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| LOCKHEED/BUTTERWORTH | | | | | | |
| T-33A | 2 | 43 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOSHAFT | — | 43 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| LTV ELECTROSYSTEMS | | | | | | |
| L450F | 1 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MCDONNELL AIRCRAFT CORP | | | | | | |
| F-4C | 2 | 54 | 2 | 0 | 4 | 4 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| MCDONNELL DOUGLAS | | | | | | |
| DC-8-33 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-51 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-52 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-53 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8F-54 | 152 | 54 | 4 | 2 | 0 | 2 |
| DC-8F-55 | 152 | 54 | 4 | 2 | 0 | 2 |
| DC-8-61 | 152 | 54 | 4 | 7 | 1 | 8 |
| DC-8-62 | 152 | 54 | 4 | 12 | 2 | 14 |
| DC-8-62F | 152 | 54 | 4 | 4 | 0 | 4 |
| DC-8-63 | 152 | 54 | 4 | 14 | 0 | 14 |
| DC-8-63F | 152 | 54 | 4 | 8 | 0 | 8 |
| DC8-63CF | 152 | 54 | 4 | 0 | 1 | 1 |
| DC-8-71 | 152 | 54 | 4 | 25 | 1 | 26 |
| DC-9-14 | 116 | 54 | 2 | 1 | 0 | 1 |
| DC-9-15 | 116 | 54 | 2 | 4 | 0 | 4 |
| DC-9-15F | 116 | 54 | 2 | 7 | 2 | 9 |
| DC-9-51 | 139 | 54 | 2 | 59 | 2 | 61 |
| DC-9-31 | 116 | 54 | 2 | 44 | 2 | 46 |
| DC-9-32 | 116 | 54 | 2 | 56 | 3 | 59 |
| DC-9-32F | 116 | 54 | 2 | 2 | 0 | 2 |
| DC-9-33F | 116 | 54 | 2 | 5 | 0 | 5 |
| DC-9-34 | 127 | 54 | 2 | 3 | 0 | 3 |
| DC-9-41 | 116 | 54 | 2 | 9 | 0 | 9 |
| DC-9-81 | 116 | 54 | 2 | 29 | 1 | 30 |
| DC-9-82(MD-82) | 172 | 54 | 2 | 361 | 6 | 367 |
| DC-9-83 | 172 | 54 | 2 | 36 | 0 | 36 |
| DC-9-87 | 172 | 54 | 2 | 7 | 1 | 8 |
| DC-10-10 | 345 | 54 | 3 | 108 | 1 | 109 |
| DC-10-15 | 385 | 54 | 3 | 6 | 0 | 6 |
| DC-10-30F | 385 | 54 | 3 | 3 | 0 | 3 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| MD-11F | 240 | 54 | 3 | 3 | 0 | 3 |
| MD-11 | 240 | 54 | 3 | 7 | 1 | 8 |
| F-101A | 2 | 54 | 2 | 0 | 1 | 1 |
| F-101F | 2 | 54 | 2 | 0 | 1 | 1 |
| 220 | 12 | 54 | 4 | 0 | 1 | 1 |
| F4D | 2 | 54 | 2 | 0 | 9 | 9 |
| MD 83 | 155 | 54 | 2 | 6 | 0 | 6 |
| MD-88 | 142 | 54 | 2 | 98 | 1 | 99 |
| F101A | 1 | 54 | 2 | 0 | 1 | 1 |
| DC-10-10F | 345 | 54 | 3 | 9 | 0 | 9 |
| DC-10-30 | 345 | 54 | 3 | 35 | 0 | 35 |
| F/W MULTI TURBOJET | — | 54 | — | 976 | 38 | 1,014 |
| TOTAL | — | — | — | 976 | 38 | 1,014 |
| MCKINNON | | | | | | |
| G-21C | 9 | 52 | 2 | 0 | 1 | 1 |
| G-21E | 9 | 52 | 2 | 0 | 1 | 1 |
| G21G | 8 | 52 | 2 | 0 | 4 | 4 |
| G21D | 9 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| MESSERSCHMITT-BOLKOW-BLOHM | | | | | | |
| HANSA HFB 320 | 12 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MITSUBISHI | | | | | | |
| MU-2B | 9 | 52 | 2 | 0 | 19 | 19 |
| MU-2B-15 | 9 | 52 | 2 | 0 | 2 | 2 |
| MU-2B-10 | 9 | 52 | 2 | 0 | 9 | 9 |
| MU-2B-20 | 9 | 52 | 2 | 1 | 55 | 56 |
| MU-2B-26 | 9 | 52 | 2 | 0 | 18 | 18 |
| MU-2B-25 | 10 | 52 | 2 | 0 | 47 | 47 |
| MU-2B-30 | 10 | 52 | 2 | 0 | 21 | 21 |
| MU-2B-35 | 10 | 52 | 2 | 0 | 64 | 64 |
| MU-2B-36 | 10 | 52 | 2 | 0 | 26 | 26 |
| MU-2B-36A | 10 | 52 | 2 | 0 | 15 | 15 |
| MU-2B-26A | 9 | 52 | 2 | 0 | 29 | 29 |
| MU-2B-40 | 10 | 52 | 2 | 0 | 38 | 38 |
| MU-2B-60 | 10 | 52 | 2 | 0 | 93 | 93 |
| TYPE ZERO | 10 | 52 | 2 | 0 | 1 | 1 |
| MU-300 | 11 | 54 | 2 | 0 | 74 | 74 |
| MU-300-10 | 11 | 54 | 2 | 0 | 1 | 1 |
| YS-11-100 | 60 | 52 | 2 | 0 | 3 | 3 |
| MU-300-10 | 11 | 54 | 2 | 0 | 3 | 3 |
| F/W MULTI TURBOPROP | — | 52 | — | 1 | 440 | 441 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 78 | 78 |
| TOTAL | — | — | — | 1 | 518 | 519 |
| MORANE-SAULNIER | | | | | | |
| MS760 | 4 | 54 | 2 | 0 | 6 | 6 |
| MS760B | 4 | 54 | 2 | 0 | 9 | 9 |
| MS760 II | 4 | 54 | 2 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 16 | 16 |
| TOTAL | — | — | — | 0 | 16 | 16 |
| NIHON | | | | | | |
| YS-11..... | 63 | 52 | 2 | 5 | 0 | 5 |
| YS-11A..... | 66 | 52 | 2 | 3 | 0 | 3 |
| YS-11A-500..... | 66 | 52 | 2 | 14 | 5 | 19 |
| YS-11A-600..... | 66 | 52 | 2 | 11 | 0 | 11 |
| F/W MULTI TURBOPROP | — | 52 | — | 33 | 5 | 38 |
| TOTAL | — | — | — | 33 | 5 | 38 |
| NORD | | | | | | |
| 262-A..... | 45 | 52 | 2 | 0 | 6 | 6 |
| 262 A-12..... | 31 | 52 | 2 | 0 | 3 | 3 |
| 262B..... | 31 | 52 | 2 | 0 | 1 | 1 |
| 262A-26..... | 31 | 52 | 2 | 0 | 3 | 3 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 13 | 13 |
| TOTAL | — | — | — | 0 | 13 | 13 |
| NORTH AMERICAN | | | | | | |
| F-86..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-86A..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-86F..... | 1 | 44 | 1 | 0 | 6 | 6 |
| F-86H..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-86L..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-100C..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-100D..... | 1 | 44 | 1 | 0 | 2 | 2 |
| F-100F..... | 1 | 44 | 1 | 0 | 8 | 8 |
| T-39A..... | 6 | 54 | 2 | 0 | 6 | 6 |
| TC-39A..... | 6 | 54 | 2 | 0 | 1 | 1 |
| T39E..... | 12 | 54 | 2 | 0 | 1 | 1 |
| NA-265-40..... | 6 | 54 | 2 | 0 | 74 | 74 |
| NA-265-50..... | 6 | 54 | 2 | 0 | 1 | 1 |
| NA-265-60..... | 6 | 54 | 2 | 0 | 56 | 56 |
| NA-265-70..... | 12 | 54 | 2 | 0 | 4 | 4 |
| NA-265-80..... | 12 | 54 | 2 | 0 | 11 | 11 |
| F86F..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 22 | 22 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 154 | 154 |
| TOTAL | — | — | — | 0 | 176 | 176 |
| NORTHROP | | | | | | |
| F-5A..... | 1 | 54 | 2 | 0 | 2 | 2 |
| F5B..... | 1 | 54 | 2 | 0 | 1 | 1 |
| F-89J..... | 2 | 54 | 2 | 0 | 1 | 1 |
| T-38A..... | 2 | 54 | 2 | 0 | 31 | 31 |
| T-38A..... | 2 | 54 | 2 | 0 | 2 | 2 |
| YF-23A..... | 1 | 45 | 1 | 0 | 2 | 2 |
| F/W MULTI TURBOJET | — | 54 | — | 0 | 37 | 37 |
| TOTAL | — | — | — | 0 | 37 | 37 |
| PARTENAVIA C.A. S.P.A. | | | | | | |
| AF68TP SERIES 300..... | 9 | 52 | 2 | 0 | 1 | 1 |
| AP 68 TP SERIES 600..... | 9 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 2 | 2 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 2 | 2 |
| PIAGGIO | | | | | | |
| P180..... | 11 | 52 | 2 | 0 | 4 | 4 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| PILATUS | | | | | | |
| PC-6/A..... | 8 | 42 | 1 | 0 | 1 | 1 |
| PC-6/B-H2..... | 8 | 42 | 1 | 0 | 1 | 1 |
| PC-6/B1-H2..... | 8 | 42 | 1 | 0 | 7 | 7 |
| PC-6/C-H2..... | 8 | 42 | 1 | 0 | 4 | 4 |
| PC-9..... | 2 | 42 | 1 | 0 | 1 | 1 |
| PC-7..... | 2 | 42 | 1 | 0 | 4 | 4 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 18 | 18 |
| TOTAL | — | — | — | 0 | 18 | 18 |
| PIPER | | | | | | |
| PE-1..... | 4 | 43 | 1 | 0 | 1 | 1 |
| PA-24-400..... | 4 | 42 | 1 | 0 | 1 | 1 |
| PA-31T..... | 8 | 52 | 2 | 7 | 255 | 262 |
| PA-31T1..... | 8 | 52 | 2 | 2 | 164 | 166 |
| PA-31T2..... | 8 | 52 | 2 | 1 | 51 | 52 |
| PA-31T3..... | 6 | 52 | 2 | 0 | 9 | 9 |
| PA-42..... | 11 | 52 | 2 | 0 | 51 | 51 |
| PA-42-720..... | 11 | 52 | 2 | 1 | 14 | 15 |
| PA-42-720R..... | 11 | 52 | 2 | 0 | 5 | 5 |
| PA-42-1000..... | 11 | 52 | 2 | 0 | 23 | 23 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 1 | 1 |
| F/W S-ENG TURBOSHAFT..... | — | 43 | — | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 11 | 572 | 583 |
| TOTAL | — | — | — | 11 | 574 | 585 |
| POTETZ | | | | | | |
| 842..... | 26 | 52 | 4 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| REIMS AVIATION | | | | | | |
| FT337GP..... | 6 | 52 | 2 | 0 | 3 | 3 |
| FTB 337G..... | 6 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| REPUBLIC | | | | | | |
| F-84..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-84F..... | 1 | 44 | 1 | 0 | 4 | 4 |
| F84G..... | 1 | 44 | 1 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| ROCKWELL INTERNATIONAL | | | | | | |
| NA-265-80..... | 12 | 54 | 2 | 0 | 38 | 38 |
| 681B..... | 11 | 52 | 2 | 0 | 3 | 3 |
| 690..... | 11 | 52 | 2 | 0 | 4 | 4 |
| 690A..... | 11 | 52 | 2 | 0 | 45 | 45 |
| 690B..... | 11 | 52 | 2 | 0 | 112 | 112 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 690C..... | 11 | 52 | 2 | 0 | 23 | 23 |
| 695A..... | 11 | 52 | 2 | 0 | 2 | 2 |
| 65..... | 12 | 54 | 2 | 0 | 3 | 3 |
| NA-265-60..... | 12 | 54 | 2 | 0 | 28 | 28 |
| NA-265-65..... | 12 | 54 | 2 | 0 | 60 | 60 |
| 695..... | 11 | 52 | 2 | 0 | 34 | 34 |
| NA-265..... | 6 | 54 | 2 | 0 | 4 | 4 |
| NA-265-40..... | 9 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 0 | 223 | 223 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 134 | 134 |
| TOTAL..... | — | — | — | 0 | 357 | 357 |
| SAAB-FAIRCHILD | | | | | | |
| 340A..... | 37 | 52 | 2 | 60 | 3 | 63 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 60 | 3 | 63 |
| TOTAL..... | — | — | — | 60 | 3 | 63 |
| SAAB-SCANIA | | | | | | |
| SF340A..... | 37 | 52 | 2 | 23 | 1 | 24 |
| 340B..... | 37 | 52 | 2 | 75 | 2 | 77 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 98 | 3 | 101 |
| TOTAL..... | — | — | — | 98 | 3 | 101 |
| SCHWEIZER AIRCRAFT CORP | | | | | | |
| G-164B-20T..... | 1 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| SHORT BROS | | | | | | |
| SD3-60..... | 39 | 52 | 2 | 44 | 1 | 45 |
| SC7 SERIES 2..... | 20 | 52 | 2 | 0 | 1 | 1 |
| SC7 SERIES 3..... | 20 | 52 | 2 | 3 | 16 | 19 |
| SD3-30..... | 30 | 52 | 2 | 21 | 17 | 38 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 68 | 35 | 103 |
| TOTAL..... | — | — | — | 68 | 35 | 103 |
| SHORT BROTHERS LIMITED | | | | | | |
| SD3-30 VARIANT 200..... | 30 | 52 | 2 | 3 | 10 | 13 |
| F/W MULTI TURBOPROP..... | — | 52 | — | 3 | 10 | 13 |
| TOTAL..... | — | — | — | 3 | 10 | 13 |
| SIAI MARCHETTI | | | | | | |
| S-211..... | 2 | 44 | 1 | 0 | 4 | 4 |
| SF.260TP..... | 3 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP..... | — | 42 | — | 0 | 1 | 1 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 4 | 4 |
| TOTAL..... | — | — | — | 0 | 5 | 5 |
| STATE AIRCRAFT FACTORIES | | | | | | |
| MIG-17T..... | 2 | 44 | 1 | 0 | 3 | 3 |
| F-7 MIG-21..... | 2 | 44 | 1 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET..... | — | 44 | — | 0 | 5 | 5 |
| TOTAL..... | — | — | — | 0 | 5 | 5 |
| SUD AVIATION | | | | | | |
| SE 210 CARAVELLE VIR..... | 93 | 54 | 2 | 0 | 3 | 3 |
| F/W MULTI TURBOJET..... | — | 54 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
TURBINE
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SWEARINGEN | | | | | | |
| SA-26AT | 8 | 52 | 2 | 0 | 63 | 63 |
| SA-226T | 8 | 52 | 2 | 7 | 61 | 68 |
| SA226TC | 22 | 52 | 2 | 15 | 71 | 86 |
| SA-226AT | 12 | 52 | 2 | 1 | 10 | 11 |
| SA226-T(B) | 11 | 52 | 2 | 1 | 21 | 22 |
| SA227-AC | 12 | 52 | 2 | 28 | 18 | 46 |
| SA227-AT | 12 | 52 | 2 | 18 | 5 | 23 |
| SA227-TT | 12 | 52 | 2 | 7 | 14 | 21 |
| SA26-T | 8 | 52 | 2 | 1 | 16 | 17 |
| F/W MULTI TURBOPROP | — | 52 | — | 78 | 279 | 357 |
| TOTAL | — | — | — | 78 | 279 | 357 |
| TBM INTERNATIONAL | | | | | | |
| TBM 700 | 8 | 42 | 1 | 0 | 17 | 17 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 17 | 17 |
| TOTAL | — | — | — | 0 | 17 | 17 |
| TEMCO | | | | | | |
| TT-1 | 2 | 44 | 1 | 0 | 6 | 6 |
| TT-1 | 2 | 44 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| VICKERS | | | | | | |
| VISCOUNT 700 SERIES | 40 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 744 | 53 | 52 | 4 | 0 | 2 | 2 |
| VISCOUNT 745 | 53 | 52 | 4 | 0 | 2 | 2 |
| VISCOUNT 797 | 53 | 52 | 4 | 0 | 8 | 8 |
| VISCOUNT 800 SERIES | 70 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 814 | 61 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 757 | 53 | 52 | 4 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | — | 52 | — | 0 | 16 | 16 |
| TOTAL | — | — | — | 0 | 16 | 16 |
| VOUGHT-THUNDERBIRD AVN INC | | | | | | |
| F-8 | 1 | 44 | 1 | 0 | 2 | 2 |
| F/W S-ENG TURBOJET | — | 44 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| WEATHERLY | | | | | | |
| 620TP | 1 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | — | 42 | — | 1 | 543 | 544 |
| F/W S-ENG TURBOSHAFT | — | 43 | — | 0 | 2 | 2 |
| F/W S-ENG TURBOJET | — | 44 | — | 1 | 191 | 192 |
| F/W MULTI TURBOPROP | — | 52 | — | 1,694 | 5,371 | 7,065 |
| F/W MULTI TURBOJET | — | 54 | — | 4,730 | 4,659 | 9,389 |
| TOTAL TURBINE A/C | | | | 6,426 | 10,766 | 17,192 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AEROSPATIALE | | | | | | |
| SA316B ALOUETTE III..... | 7 | 63 | 1 | 0 | 29 | 29 |
| SA315B ALOUETTE III..... | 7 | 63 | 1 | 0 | 1 | 1 |
| SE3160 ALOUETTE III..... | 7 | 63 | 1 | 0 | 10 | 10 |
| SA319B ALOUETTE III..... | 7 | 63 | 1 | 0 | 1 | 1 |
| SA341G GAZELLE..... | 5 | 63 | 1 | 0 | 30 | 30 |
| SA315B LAMA..... | 5 | 63 | 1 | 0 | 43 | 43 |
| SA-360C DAUPHIN..... | 14 | 63 | 1 | 0 | 4 | 4 |
| SA365N-1 DAUPHIN..... | 14 | 63 | 2 | 0 | 18 | 18 |
| SA365N..... | 6 | 63 | 2 | 0 | 11 | 11 |
| AEROSPATIALE..... | 14 | 63 | 2 | 0 | 1 | 1 |
| AS350B..... | 6 | 63 | 1 | 0 | 99 | 99 |
| AS350D..... | 6 | 63 | 2 | 0 | 4 | 4 |
| AS-355E TWIN STAR..... | 7 | 63 | 2 | 0 | 10 | 10 |
| AS 355 F ECUREUIL..... | 7 | 63 | 2 | 0 | 20 | 20 |
| AS355F TWINSTAR..... | 7 | 63 | 2 | 0 | 10 | 10 |
| AS332C SUPER PUMA..... | 21 | 63 | 2 | 0 | 1 | 1 |
| AS332L..... | 25 | 63 | 2 | 0 | 2 | 2 |
| AS 355F1..... | 7 | 63 | 2 | 0 | 67 | 67 |
| AS350B1 ECUREUIL..... | 6 | 63 | 1 | 0 | 25 | 25 |
| AS355F2 ECUREUIL..... | 7 | 63 | 20 | 0 | 19 | 19 |
| AS350 B2 ECUREUIL..... | 6 | 63 | 1 | 0 | 17 | 17 |
| AS 365 N2 DAUPHIN..... | 14 | 63 | 2 | 0 | 7 | 7 |
| AS 366G DAUPHIB..... | 3 | 63 | 2 | 0 | 1 | 1 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 430 | 430 |
| TOTAL..... | — | — | — | 0 | 430 | 430 |
| AGUSTA SPA | | | | | | |
| AGUSTA A109..... | 8 | 63 | 2 | 1 | 22 | 23 |
| A109A..... | 8 | 63 | 2 | 0 | 2 | 2 |
| A109C..... | 8 | 63 | 2 | 0 | 19 | 19 |
| A109A II..... | 8 | 63 | 2 | 0 | 22 | 22 |
| 206A..... | 5 | 63 | 1 | 0 | 1 | 1 |
| AGUSTA-BELL 206B..... | 5 | 63 | 1 | 0 | 1 | 1 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 1 | 67 | 68 |
| TOTAL..... | — | — | — | 1 | 67 | 68 |
| AIR & SPACE AMERICA INC | | | | | | |
| 18A..... | 2 | 61 | 1 | 0 | 27 | 27 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 27 | 27 |
| TOTAL..... | — | — | — | 0 | 27 | 27 |
| BELL | | | | | | |
| 47..... | 2 | 61 | 1 | 0 | 1 | 1 |
| 47B..... | 2 | 61 | 1 | 0 | 2 | 2 |
| 47B3..... | 2 | 61 | 1 | 0 | 3 | 3 |
| 47D..... | 2 | 61 | 1 | 0 | 6 | 6 |
| 47D1..... | 3 | 61 | 1 | 0 | 98 | 98 |
| 47D1G..... | 3 | 61 | 1 | 0 | 4 | 4 |
| H-13..... | 3 | 61 | 1 | 0 | 6 | 6 |
| H-13D..... | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13E..... | 3 | 61 | 1 | 0 | 3 | 3 |
| H-13E..... | 3 | 61 | 1 | 0 | 6 | 6 |

U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TH-13T..... | 3 | 61 | 1 | 0 | 85 | 85 |
| TH-1F..... | 6 | 63 | 1 | 0 | 1 | 1 |
| TH-1L..... | 6 | 63 | 1 | 0 | 10 | 10 |
| 47D5A..... | 3 | 61 | 1 | 0 | 1 | 1 |
| HTL-3..... | 2 | 61 | 1 | 0 | 1 | 1 |
| 47G..... | 3 | 61 | 1 | 1 | 109 | 110 |
| H13G..... | 3 | 61 | 1 | 0 | 10 | 10 |
| OH-13S..... | 4 | 63 | 1 | 0 | 7 | 7 |
| 47G-2..... | 3 | 61 | 1 | 1 | 155 | 156 |
| H-13H..... | 3 | 61 | 1 | 0 | 4 | 4 |
| 47H-1..... | 3 | 61 | 1 | 0 | 13 | 13 |
| 47G-2A..... | 3 | 61 | 1 | 0 | 38 | 38 |
| 47G-2A-1..... | 3 | 61 | 1 | 0 | 29 | 29 |
| 47G-3..... | 3 | 61 | 1 | 0 | 10 | 10 |
| 47G3B2A..... | 3 | 61 | 1 | 0 | 14 | 14 |
| 47G-3B..... | 3 | 61 | 1 | 0 | 39 | 39 |
| 47G-3B-1..... | 3 | 61 | 1 | 0 | 168 | 168 |
| 47G-3B-2..... | 3 | 61 | 1 | 1 | 56 | 57 |
| 47G-4A..... | 3 | 61 | 1 | 0 | 64 | 64 |
| 47G-5..... | 3 | 61 | 1 | 0 | 80 | 80 |
| 47G-5A..... | 3 | 61 | 1 | 0 | 43 | 43 |
| 47J..... | 4 | 61 | 1 | 0 | 22 | 22 |
| 47J-2..... | 4 | 61 | 1 | 0 | 28 | 28 |
| 47J-2A..... | 2 | 61 | 1 | 0 | 17 | 17 |
| 47K..... | 2 | 61 | 1 | 0 | 3 | 3 |
| UH-1E..... | 6 | 63 | 1 | 0 | 23 | 23 |
| 204..... | 6 | 63 | 1 | 0 | 4 | 4 |
| 204-B..... | 6 | 63 | 1 | 0 | 26 | 26 |
| UH-1H..... | 15 | 63 | 1 | 0 | 49 | 49 |
| VH-1B..... | 6 | 63 | 1 | 0 | 1 | 1 |
| UH-1L..... | 6 | 63 | 1 | 0 | 3 | 3 |
| UH-1M..... | 6 | 63 | 1 | 0 | 2 | 2 |
| UH-1B..... | 6 | 63 | 1 | 0 | 130 | 130 |
| UH-1F..... | 6 | 63 | 1 | 0 | 7 | 7 |
| 205..... | 14 | 63 | 1 | 0 | 2 | 2 |
| 205A..... | 14 | 63 | 1 | 0 | 1 | 1 |
| 205A-1..... | 15 | 63 | 1 | 0 | 31 | 31 |
| 212..... | 15 | 63 | 2 | 0 | 125 | 125 |
| 206..... | 4 | 63 | 1 | 0 | 3 | 3 |
| 206 B II..... | 5 | 63 | 1 | 0 | 1 | 1 |
| 206B-III..... | 5 | 63 | 1 | 0 | 32 | 32 |
| 206A..... | 4 | 63 | 1 | 0 | 56 | 56 |
| 206B..... | 5 | 63 | 1 | 7 | 1,177 | 1,184 |
| 206L..... | 5 | 63 | 1 | 0 | 55 | 55 |
| OH-58A..... | 4 | 63 | 1 | 0 | 1 | 1 |
| OH-13G..... | 3 | 61 | 1 | 0 | 4 | 4 |
| 209..... | 2 | 63 | 1 | 0 | 1 | 1 |
| 214ST..... | 18 | 63 | 2 | 0 | 10 | 10 |
| 206L-3..... | 7 | 63 | 1 | 1 | 255 | 256 |
| 222U..... | 10 | 63 | 2 | 0 | 17 | 17 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 412 | 15 | 63 | 2 | 0 | 97 | 97 |
| 47D1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G | 3 | 61 | 1 | 0 | 2 | 2 |
| 222A | 10 | 63 | 2 | 0 | 2 | 2 |
| 222B | 10 | 63 | 2 | 0 | 9 | 9 |
| 222UT | 10 | 63 | 2 | 0 | 10 | 10 |
| 214B | 16 | 63 | 1 | 0 | 5 | 5 |
| 214B-1 | 16 | 63 | 1 | 0 | 7 | 7 |
| 206L-1 | 7 | 63 | 1 | 0 | 351 | 351 |
| 301 | 11 | 63 | 2 | 0 | 2 | 2 |
| 222 | 10 | 63 | 2 | 0 | 34 | 34 |
| 47D1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13H | 1 | 61 | 1 | 0 | 3 | 3 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| CH-G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-SUPER C-4 | 3 | 61 | 1 | 0 | 9 | 9 |
| 47G-ELTOMCAT MKII | 3 | 61 | 1 | 0 | 3 | 3 |
| 47G2 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47-G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-3B1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G-3B-1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G | 3 | 61 | 1 | 0 | 4 | 4 |
| 47G-2 | 3 | 61 | 1 | 0 | 3 | 3 |
| 47D1 | 1 | 61 | 1 | 0 | 1 | 1 |
| 47G-2A | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-5 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| BELL 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-3B | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-1B | 6 | 63 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 5 | 5 |
| 47D1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G | 3 | 61 | 1 | 0 | 2 | 2 |
| 204-HU-1A | 5 | 63 | 1 | 0 | 1 | 1 |
| 47-G2EL TOMCAT | 2 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 4 | 4 |
| ROTOR REC ENGINE | — | 61 | — | 3 | 1,189 | 1,192 |
| ROTOR TURBOSHAFT | — | 63 | — | 8 | 2,549 | 2,557 |
| TOTAL | — | — | — | 11 | 3,738 | 3,749 |
| 107-II | 20 | 63 | 2 | 0 | 2 | 2 |
| CH-21C | 21 | 61 | 1 | 0 | 1 | 1 |

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ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 107-II..... | 20 | 63 | 2 | 0 | 1 | 1 |
| 234LR..... | 35 | 63 | 2 | 0 | 7 | 7 |
| CH47-414..... | 47 | 63 | 2 | 0 | 6 | 6 |
| CH-47(352)..... | 47 | 63 | 2 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 1 | 1 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 17 | 17 |
| TOTAL..... | — | — | — | 0 | 18 | 18 |
| BRANTLY | | | | | | |
| B-2..... | 2 | 61 | 1 | 0 | 45 | 45 |
| B-2A..... | 2 | 61 | 1 | 0 | 8 | 8 |
| B-2B..... | 2 | 61 | 1 | 0 | 71 | 71 |
| 305..... | 5 | 61 | 1 | 0 | 14 | 14 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 138 | 138 |
| TOTAL..... | — | — | — | 0 | 138 | 138 |
| CONTINENTAL COPTERS INC | | | | | | |
| JET-CAT JC-1A..... | 1 | 63 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A..... | 3 | 61 | 1 | 0 | 20 | 20 |
| TOMCAT MK6B..... | 3 | 61 | 1 | 0 | 3 | 3 |
| TOMCAT MK6C..... | 3 | 61 | 1 | 0 | 2 | 2 |
| EL TOMCAT MK-5A..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A..... | 3 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK-5A (OH-13)..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A..... | 3 | 61 | 1 | 0 | 2 | 2 |
| EL TOMCAT MK-5A..... | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 31 | 31 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 32 | 32 |
| DELACKNER HELICOPTERS | | | | | | |
| DH5..... | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| ENSTROM | | | | | | |
| F-28..... | 3 | 61 | 1 | 0 | 3 | 3 |
| F-28A..... | 3 | 61 | 1 | 0 | 130 | 130 |
| F-28C..... | 3 | 61 | 1 | 0 | 101 | 101 |
| F-28F..... | 3 | 61 | 1 | 0 | 52 | 52 |
| T-28..... | 3 | 63 | 1 | 0 | 2 | 2 |
| 280..... | 3 | 63 | 1 | 0 | 11 | 11 |
| 280FX..... | 3 | 63 | 1 | 0 | 18 | 18 |
| F280..... | 3 | 63 | 1 | 0 | 5 | 5 |
| TH-28..... | 3 | 63 | 1 | 0 | 1 | 1 |
| 280C..... | 3 | 63 | 1 | 0 | 80 | 80 |
| 280F..... | 3 | 61 | 1 | 0 | 4 | 4 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 290 | 290 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 117 | 117 |
| TOTAL..... | — | — | — | 0 | 407 | 407 |
| FAIRCHILD HILLER | | | | | | |
| FH-1100..... | 4 | 63 | 1 | 0 | 60 | 60 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 60 | 60 |
| TOTAL..... | — | — | — | 0 | 60 | 60 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HILLER | | | | | | |
| UH-12..... | 4 | 61 | 1 | 0 | 2 | 2 |
| UH-12A..... | 4 | 61 | 1 | 0 | 28 | 28 |
| OH-23B..... | 4 | 61 | 1 | 0 | 19 | 19 |
| UH-12B..... | 4 | 61 | 1 | 0 | 49 | 49 |
| OH-23F..... | 4 | 61 | 1 | 0 | 2 | 2 |
| H-23B..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12C..... | 4 | 61 | 1 | 0 | 38 | 38 |
| UH-12D..... | 4 | 61 | 1 | 0 | 82 | 82 |
| OH-23C..... | 4 | 61 | 1 | 0 | 12 | 12 |
| H-23D..... | 4 | 61 | 1 | 0 | 43 | 43 |
| OH-23G..... | 4 | 61 | 1 | 0 | 17 | 17 |
| UH-12E..... | 4 | 61 | 1 | 0 | 235 | 235 |
| OH-23D..... | 4 | 61 | 1 | 0 | 14 | 14 |
| UH-12E-L..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12E..... | 4 | 63 | 1 | 0 | 22 | 22 |
| UH-12L..... | 4 | 61 | 1 | 0 | 2 | 2 |
| UH-12E4..... | 4 | 63 | 1 | 0 | 10 | 10 |
| UH-12L4..... | 4 | 61 | 1 | 0 | 8 | 8 |
| UH-12J3..... | 4 | 63 | 1 | 0 | 1 | 1 |
| UH-12ET..... | 4 | 61 | 1 | 0 | 1 | 1 |
| H23C..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12C..... | 4 | 61 | 1 | 0 | 3 | 3 |
| FH-1100..... | 4 | 63 | 1 | 0 | 2 | 2 |
| UH-12B..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12C..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12E..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12B..... | 3 | 61 | 1 | 0 | 1 | 1 |
| 12C..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12B..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12D..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12C..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12D..... | 3 | 61 | 1 | 0 | 2 | 2 |
| UH-12C..... | 4 | 61 | 1 | 0 | 1 | 1 |
| OH23D..... | 4 | 61 | 1 | 0 | 1 | 1 |
| OH23G..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH12E..... | 3 | 61 | 1 | 0 | 2 | 2 |
| UH-12C..... | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12B..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12C..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12..... | 4 | 61 | 1 | 0 | 1 | 1 |
| YROE-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 578 | 578 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 35 | 35 |
| TOTAL..... | — | — | — | 0 | 613 | 613 |
| HUGHES | | | | | | |
| 269A..... | 2 | 61 | 1 | 0 | 195 | 195 |
| 269A-1..... | 2 | 61 | 1 | 0 | 12 | 12 |
| 269B..... | 3 | 61 | 1 | 2 | 110 | 112 |
| 269C..... | 3 | 61 | 1 | 3 | 254 | 257 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 369 | 4 | 63 | 1 | 0 | 1 | 1 |
| 369C | 4 | 63 | 1 | 0 | 1 | 1 |
| 369D | 4 | 63 | 1 | 3 | 305 | 308 |
| 369F | 4 | 63 | 1 | 0 | 4 | 4 |
| 369H | 4 | 63 | 1 | 0 | 3 | 3 |
| 369HE | 4 | 63 | 1 | 0 | 4 | 4 |
| 369HM | 4 | 63 | 1 | 0 | 2 | 2 |
| 369HS | 4 | 63 | 1 | 0 | 196 | 196 |
| 369S | 4 | 63 | 1 | 0 | 1 | 1 |
| 300C | 3 | 63 | 1 | 0 | 2 | 2 |
| 500C | 6 | 63 | 1 | 0 | 6 | 6 |
| 500D | 7 | 63 | 1 | 0 | 7 | 7 |
| OH-6 | 4 | 63 | 1 | 0 | 3 | 3 |
| OH-6A | 4 | 63 | 1 | 0 | 27 | 27 |
| TH-55 | 2 | 61 | 1 | 0 | 56 | 56 |
| 369E | 4 | 63 | 1 | 0 | 52 | 52 |
| 369FF | 4 | 63 | 1 | 0 | 5 | 5 |
| 269A | 2 | 61 | 1 | 0 | 2 | 2 |
| 500 | 5 | 63 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | — | 61 | — | 5 | 629 | 634 |
| ROTOR TURBOSHAFT | — | 63 | — | 3 | 620 | 623 |
| TOTAL | — | — | — | 8 | 1,249 | 1,257 |
| KAMAN | | | | | | |
| H-43A | 2 | 61 | 1 | 0 | 2 | 2 |
| HH-43B | 12 | 63 | 1 | 0 | 4 | 4 |
| HH-43 B/F | 12 | 63 | 1 | 0 | 1 | 1 |
| HH-43F | 2 | 61 | 1 | 0 | 12 | 12 |
| K-600 | 2 | 61 | 1 | 0 | 3 | 3 |
| OH-43D | 2 | 61 | 1 | 0 | 1 | 1 |
| HUK-1 | 5 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 19 | 19 |
| ROTOR TURBOSHAFT | — | 63 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 24 | 24 |
| KAWASAKI VERTOL | | | | | | |
| KV107-11 | 39 | 63 | 2 | 0 | 5 | 5 |
| ROTOR TURBOSHAFT | — | 63 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| KELLETT | | | | | | |
| G-1B | 2 | 61 | 1 | 0 | 1 | 1 |
| K-3 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| MBB | | | | | | |
| BK 117 A-3 | 8 | 63 | 2 | 0 | 42 | 42 |
| BO 105LS | 6 | 63 | 2 | 0 | 1 | 1 |
| ROTOR TURBOSHAFT | — | 63 | — | 0 | 43 | 43 |
| TOTAL | — | — | — | 0 | 43 | 43 |
| MCCULLOCH AIRCRAFT CORP. | | | | | | |
| J-2 | 2 | 61 | 1 | 0 | 35 | 35 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 35 | 35 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 35 | 35 |
| MCDONNELL DOUGLAS HELI CO | | | | | | |
| 369FF | 4 | 63 | 1 | 0 | 5 | 5 |
| 500-E | 4 | 63 | 1 | 0 | 5 | 5 |
| 500 | 4 | 63 | 1 | 0 | 1 | 1 |
| 369E | 4 | 63 | 1 | 1 | 89 | 90 |
| 369F/530F | 4 | 62 | 1 | 0 | 2 | 2 |
| ROTOR TURBOPROP | — | 62 | — | 0 | 2 | 2 |
| ROTOR TURBOSHAFT | — | 63 | — | 1 | 100 | 101 |
| TOTAL | — | — | — | 1 | 102 | 103 |
| MESSERSCHMITT | | | | | | |
| BO105CBS | 6 | 63 | 2 | 0 | 22 | 22 |
| BK 117 | 11 | 63 | 2 | 0 | 18 | 18 |
| BK 117 B-1 | 11 | 63 | 2 | 1 | 49 | 50 |
| BO 105CB | 5 | 63 | 2 | 0 | 6 | 6 |
| BO-105S | 5 | 63 | 2 | 0 | 114 | 114 |
| BO-105C | 6 | 63 | 2 | 0 | 46 | 46 |
| BK 117 A-4 | 8 | 63 | 2 | 0 | 17 | 17 |
| BO 105LS A-3 | 6 | 63 | 2 | 0 | 11 | 11 |
| ROTOR TURBOSHAFT | — | 63 | — | 1 | 283 | 284 |
| TOTAL | — | — | — | 1 | 283 | 284 |
| ORLANDO HELICOPTER | | | | | | |
| H-19 | 12 | 61 | 1 | 0 | 2 | 2 |
| H-19D | 12 | 61 | 1 | 0 | 11 | 11 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 13 | 13 |
| TOTAL | — | — | — | 0 | 13 | 13 |
| PIASECKI | | | | | | |
| HUP-3 | 2 | 61 | 1 | 0 | 2 | 2 |
| HUP-2 | 2 | 61 | 1 | 0 | 4 | 4 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| PITCAIRN | | | | | | |
| PA39 | 2 | 61 | 1 | 0 | 1 | 1 |
| PCA2 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| ROBINSON | | | | | | |
| ROBINSON SCORPION | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| ROBINSON HELICOPTER | | | | | | |
| R22 ALPHA | 2 | 61 | 1 | 0 | 45 | 45 |
| R22 BETA | 2 | 61 | 1 | 0 | 409 | 409 |
| R22 | 2 | 61 | 1 | 0 | 158 | 158 |
| R22 MARINER | 2 | 61 | 1 | 0 | 34 | 34 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 646 | 646 |
| TOTAL | — | — | — | 0 | 646 | 646 |
| SNIAS | | | | | | |
| AS-350C ASTAR | 6 | 63 | 1 | 0 | 1 | 1 |
| SE 3130 ALOUETTE II | 5 | 63 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SA 3180 ALOUETTE-AST | 5 | 63 | 1 | 0 | 1 | 1 |
| SA 318C ALOUETTE AST | 5 | 63 | 1 | 0 | 15 | 15 |
| AS-350B ECUREUIL | 6 | 63 | 1 | 0 | 44 | 44 |
| AS350D ASTAR | 6 | 63 | 1 | 0 | 104 | 104 |
| ROTOR TURBOSHAFT | — | 63 | — | 0 | 166 | 166 |
| TOTAL | — | — | — | 0 | 166 | 166 |
| SCHWEIZER | | | | | | |
| HUGHES 269C | 3 | 61 | 1 | 0 | 8 | 8 |
| 269C | 3 | 61 | 1 | 0 | 73 | 73 |
| ROTOR REC ENGINE | — | 61 | — | 0 | 81 | 81 |
| TOTAL | — | — | — | 0 | 81 | 81 |
| SIKORSKY | | | | | | |
| R-4B | 3 | 61 | 1 | 0 | 4 | 4 |
| R-6A | 3 | 61 | 1 | 0 | 1 | 1 |
| S-51 | 4 | 61 | 1 | 0 | 6 | 6 |
| R-5 | 4 | 61 | 1 | 0 | 1 | 1 |
| S-52-3 | 4 | 61 | 1 | 0 | 9 | 9 |
| HO5-S1 | 4 | 61 | 1 | 0 | 6 | 6 |
| S-55 | 12 | 61 | 1 | 0 | 10 | 10 |
| S55B | 12 | 63 | 1 | 0 | 8 | 8 |
| S-55B | 12 | 61 | 1 | 0 | 16 | 16 |
| S-55C | 12 | 61 | 1 | 0 | 3 | 3 |
| H-19A | 12 | 61 | 1 | 0 | 5 | 5 |
| UH-19C | 12 | 61 | 1 | 0 | 3 | 3 |
| UH-19B | 12 | 61 | 1 | 0 | 2 | 2 |
| UH-19D | 12 | 61 | 1 | 0 | 34 | 34 |
| UH-19F | 12 | 61 | 1 | 0 | 2 | 2 |
| H-19D | 12 | 61 | 1 | 0 | 3 | 3 |
| HRS-1 | 12 | 61 | 1 | 0 | 3 | 3 |
| CH-19 | 12 | 61 | 1 | 0 | 2 | 2 |
| CH-19D | 12 | 61 | 1 | 0 | 1 | 1 |
| CH-19E | 12 | 61 | 1 | 0 | 10 | 10 |
| CH37C | 15 | 61 | 1 | 0 | 13 | 13 |
| H-19G | 12 | 61 | 1 | 0 | 7 | 7 |
| S-58T | 18 | 62 | 2 | 0 | 11 | 11 |
| S-58 | 14 | 61 | 1 | 0 | 42 | 42 |
| S-58ET | 14 | 63 | 1 | 0 | 20 | 20 |
| S-58B | 14 | 61 | 1 | 0 | 6 | 6 |
| S-58FT | 14 | 63 | 1 | 0 | 1 | 1 |
| S-58C | 14 | 61 | 1 | 0 | 2 | 2 |
| S-58JT | 14 | 63 | 1 | 0 | 2 | 2 |
| S-58D | 14 | 61 | 1 | 0 | 2 | 2 |
| S-58E | 14 | 63 | 1 | 0 | 3 | 3 |
| H-34 | 14 | 61 | 1 | 0 | 16 | 16 |
| S58E | 14 | 61 | 1 | 0 | 7 | 7 |
| H-34J | 14 | 61 | 1 | 1 | 7 | 8 |
| S-58J | 14 | 61 | 1 | 0 | 3 | 3 |
| CH34C | 15 | 61 | 1 | 0 | 3 | 3 |
| UH-34D | 14 | 61 | 1 | 0 | 31 | 31 |
| UH-34E | 14 | 61 | 1 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| UH-34J..... | 14 | 61 | 1 | 0 | 2 | 2 |
| HSS-IN..... | 14 | 61 | 1 | 0 | 3 | 3 |
| HSS-2..... | 14 | 61 | 1 | 0 | 1 | 1 |
| S-58H..... | 14 | 61 | 1 | 0 | 3 | 3 |
| S-58BT..... | 14 | 63 | 1 | 0 | 3 | 3 |
| S-58HT..... | 14 | 63 | 1 | 0 | 1 | 1 |
| S-58DT..... | 14 | 63 | 1 | 0 | 6 | 6 |
| S-61A..... | 28 | 63 | 2 | 0 | 4 | 4 |
| S-61..... | 26 | 63 | 2 | 0 | 1 | 1 |
| S-61L..... | 28 | 63 | 2 | 0 | 3 | 3 |
| S-61V..... | 28 | 63 | 2 | 0 | 1 | 1 |
| S-61N..... | 28 | 63 | 2 | 0 | 15 | 15 |
| S-61R-10..... | 28 | 63 | 2 | 0 | 1 | 1 |
| S62A..... | 20 | 63 | 1 | 0 | 6 | 6 |
| H-37..... | 25 | 61 | 1 | 0 | 1 | 1 |
| S-64E..... | 3 | 63 | 2 | 0 | 6 | 6 |
| CH37B..... | 15 | 61 | 1 | 0 | 31 | 31 |
| S-76A..... | 14 | 63 | 2 | 0 | 87 | 87 |
| S-76B..... | 14 | 63 | 2 | 0 | 43 | 43 |
| S-76..... | 14 | 63 | 2 | 0 | 35 | 35 |
| S-70B-2..... | 14 | 63 | 2 | 0 | 4 | 4 |
| S-70C(M)-1..... | 24 | 63 | 2 | 0 | 7 | 7 |
| S-70A-22..... | 18 | 63 | 2 | 0 | 3 | 3 |
| S-70A-18..... | 18 | 63 | 2 | 0 | 7 | 7 |
| S-70A-24..... | 18 | 63 | 2 | 0 | 2 | 2 |
| S-72 RSRA..... | 3 | 63 | 2 | 0 | 2 | 2 |
| S-70B..... | 14 | 63 | 2 | 0 | 1 | 1 |
| S-58T..... | 16 | 63 | 1 | 0 | 7 | 7 |
| S-64E..... | 4 | 63 | 2 | 0 | 1 | 1 |
| S-55..... | 2 | 61 | 1 | 0 | 4 | 4 |
| ROTOR REC ENGINE..... | — | 61 | — | 1 | 307 | 308 |
| ROTOR TURBOPROP..... | — | 62 | — | 0 | 11 | 11 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 280 | 280 |
| TOTAL..... | — | — | — | 1 | 598 | 599 |
| SUD AVIATION | | | | | | |
| SA316B ALOUETTE III..... | 5 | 63 | 1 | 0 | 8 | 8 |
| SA 318C ALOUETTE AST..... | 5 | 63 | 1 | 0 | 5 | 5 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 13 | 13 |
| TOTAL..... | — | — | — | 0 | 13 | 13 |
| TEXAS HELICOPTER CORP | | | | | | |
| OH-13E..... | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13E/M74..... | 1 | 61 | 1 | 0 | 11 | 11 |
| OH-13H/M74A..... | 1 | 61 | 1 | 0 | 16 | 16 |
| M74L..... | 1 | 61 | 1 | 0 | 2 | 2 |
| M79S..... | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 31 | 31 |
| TOTAL..... | — | — | — | 0 | 31 | 31 |
| TIMBER CHOPPERS | | | | | | |
| KAMAN HH-43B/F..... | 2 | 63 | 1 | 0 | 2 | 2 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 2 | 2 |
| VERTOL | | | | | | |
| 42A..... | 21 | 61 | 1 | 0 | 2 | 2 |
| H21B..... | 21 | 61 | 1 | 0 | 6 | 6 |
| 107-II..... | 20 | 63 | 2 | 0 | 4 | 4 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 8 | 8 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 12 | 12 |
| WESTLAND BELL | | | | | | |
| 47G3 B1 SOLOY..... | 3 | 63 | 1 | 0 | 1 | 1 |
| WS-55-3..... | 12 | 63 | 1 | 0 | 1 | 1 |
| WG30..... | 24 | 63 | 2 | 0 | 9 | 9 |
| HAR 10..... | 12 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 1 | 1 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 0 | 11 | 11 |
| TOTAL | — | — | — | 0 | 12 | 12 |
| YOUNG BRINTON O C | | | | | | |
| BRINTON EXEC..... | 21 | 61 | 10 | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| ROTOR REC ENGINE..... | — | 61 | — | 9 | 4,037 | 4,046 |
| ROTOR TURBOPROP..... | — | 62 | — | 0 | 13 | 13 |
| ROTOR TURBOSHAFT..... | — | 63 | — | 14 | 4,808 | 4,822 |
| TOTAL ROTOR A/C | — | — | — | 23 | 8,858 | 8,881 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AB FLYGINDUSTRI | | | | | | |
| JS WEIHE..... | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| AER-PEGASO | | | | | | |
| M-100S..... | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 2 | 2 |
| TOTAL..... | — | — | — | 0 | 2 | 2 |
| ALSEMA | | | | | | |
| SAGITTA..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| APPLEBAY SAILPLANES | | | | | | |
| ZUNI II..... | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| ASTRO | | | | | | |
| SISU 1A..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 1 | 1 |
| TOTAL..... | — | — | — | 0 | 1 | 1 |
| AVIONAUTICA RIO | | | | | | |
| M-100S..... | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 3 | 3 |
| TOTAL..... | — | — | — | 0 | 3 | 3 |
| BLANIK | | | | | | |
| L-13..... | 2 | 10 | 0 | 0 | 159 | 159 |
| L-23 SUPER..... | 2 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 161 | 161 |
| TOTAL..... | — | — | — | 0 | 161 | 161 |
| BOLKOW | | | | | | |
| PHOEBUS..... | 1 | 10 | 0 | 0 | 4 | 4 |
| PHOEBUS A-1..... | 1 | 10 | 0 | 0 | 8 | 8 |
| PHOEBUS B-1..... | 1 | 10 | 0 | 0 | 3 | 3 |
| PHOEBUS C..... | 1 | 10 | 0 | 0 | 8 | 8 |
| PHOEBUS C-1..... | 1 | 10 | 0 | 0 | 4 | 4 |
| GLIDER NO ENGINE..... | — | 10 | — | 0 | 27 | 27 |
| TOTAL..... | — | — | — | 0 | 27 | 27 |
| BURKHART GROB | | | | | | |
| G 103 TWIN II..... | 2 | 10 | 0 | 0 | 26 | 26 |
| G-109B..... | 2 | 11 | 1 | 0 | 32 | 32 |
| G-103A TWIN II ACRO..... | 2 | 10 | 0 | 0 | 26 | 26 |
| G103C TWIN III ACRO..... | 2 | 10 | 0 | 0 | 5 | 5 |
| G102 ASTIR CS..... | 1 | 10 | 0 | 0 | 51 | 51 |
| G102 STANDARD III..... | 1 | 10 | 0 | 0 | 8 | 8 |
| G102 STD ASTIR III..... | 1 | 10 | 0 | 0 | 1 | 1 |
| G103 TWIN ASTIR..... | 2 | 10 | 0 | 0 | 58 | 58 |
| SPEED ASTIR II..... | 1 | 10 | 0 | 0 | 13 | 13 |
| SPEED ASTIR II B..... | 1 | 10 | 0 | 0 | 4 | 4 |
| STANDARD ASTIR II..... | 1 | 10 | 0 | 0 | 1 | 1 |
| EGRETT 1..... | 1 | 10 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GLIDER NO ENGINE | — | 10 | — | 0 | 194 | 194 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 32 | 32 |
| TOTAL | — | — | — | 0 | 226 | 226 |
| BURR | | | | | | |
| HB-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| CAMERON BALLOONS | | | | | | |
| D-38 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| CAPRONI VIZZOLA | | | | | | |
| CALIF A-21 | 2 | 10 | 0 | 0 | 7 | 7 |
| CALIF A-21SJ | 2 | 14 | 1 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 7 | 7 |
| CARMAM S A | | | | | | |
| M-200 | 2 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| CENTRAIR | | | | | | |
| 101 | 1 | 10 | 0 | 0 | 1 | 1 |
| 101A | 1 | 10 | 0 | 0 | 30 | 30 |
| 101B | 1 | 10 | 0 | 0 | 2 | 2 |
| 101AP | 1 | 10 | 0 | 0 | 5 | 5 |
| 101RC | 1 | 10 | 0 | 0 | 2 | 2 |
| ASW20F | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 41 | 41 |
| TOTAL | — | — | — | 0 | 41 | 41 |
| 101 | 1 | 10 | 0 | 0 | 13 | 13 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 13 | 13 |
| TOTAL | — | — | — | 0 | 13 | 13 |
| DELTA | | | | | | |
| PIRAT SZD-30 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| DOKTOR FIBERGLAS | | | | | | |
| H101 SALTO | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| E. SCHNEIDER | | | | | | |
| GRUNAU BABY IIB | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| EIRIAVION OY | | | | | | |
| PIK 20 | 1 | 10 | 0 | 0 | 1 | 1 |
| PIK 20B | 1 | 10 | 0 | 0 | 19 | 19 |
| PIK 20D | 1 | 10 | 0 | 0 | 28 | 28 |
| PIK 20E | 1 | 11 | 1 | 0 | 22 | 22 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 48 | 48 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|----------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/Engine Type | No. Engines | | | |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 22 | 22 |
| TOTAL | — | — | — | 0 | 70 | 70 |
| ELAN/GLASER DIRKS | | | | | | |
| DG-300 ELAN..... | 1 | 10 | 0 | 0 | 6 | 6 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| ENTWICKLUNGSGEMEINSCHAFT | | | | | | |
| PHOEBUS B1..... | 1 | 10 | 0 | 0 | 3 | 3 |
| PHOEBUS C..... | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 6 | 6 |
| TOTAL | — | — | — | 0 | 6 | 6 |
| FIBERA | | | | | | |
| KK-I-E UTU..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| FLUG & FAHRZEUGWERKE | | | | | | |
| DIAMANT 16.5..... | 1 | 10 | 0 | 0 | 5 | 5 |
| FFA HBV-DIAMANT 16.5..... | 1 | 10 | 0 | 0 | 16 | 16 |
| HBV DIAMANT 18..... | 1 | 10 | 0 | 0 | 5 | 5 |
| HBV DIAMANT..... | 1 | 10 | 0 | 0 | 4 | 4 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 30 | 30 |
| TOTAL | — | — | — | 0 | 30 | 30 |
| FRANKFORT | | | | | | |
| GLIDER B..... | 2 | 10 | 0 | 0 | 1 | 1 |
| XTG-1..... | 2 | 10 | 0 | 0 | 1 | 1 |
| TG-1A..... | 2 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| FRANKLIN GLIDER | | | | | | |
| PS-2..... | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| GEPGYAR | | | | | | |
| R-26S GOBE..... | 2 | 10 | 0 | 0 | 1 | 1 |
| DG-400M/17..... | 1 | 11 | 1 | 0 | 5 | 5 |
| DG-500M..... | 2 | 11 | 1 | 0 | 2 | 2 |
| DG 600..... | 1 | 10 | 0 | 0 | 5 | 5 |
| DG-600M..... | 1 | 10 | 0 | 0 | 1 | 1 |
| DG-200..... | 1 | 10 | 0 | 0 | 10 | 10 |
| DG-202..... | 1 | 10 | 0 | 0 | 2 | 2 |
| DG-100G..... | 1 | 10 | 0 | 0 | 9 | 9 |
| DG-100..... | 1 | 10 | 0 | 0 | 6 | 6 |
| BS-1..... | 1 | 10 | 0 | 0 | 3 | 3 |
| HORNET..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HORNET C..... | 1 | 10 | 0 | 0 | 2 | 2 |
| H 301..... | 1 | 10 | 0 | 0 | 1 | 1 |
| H 301 LIBELLE..... | 1 | 10 | 0 | 0 | 38 | 38 |
| H 301 B LIBELLE..... | 1 | 10 | 0 | 0 | 8 | 8 |
| STANDARD LIBELLE..... | 1 | 10 | 0 | 0 | 66 | 66 |
| KESTREL..... | 1 | 10 | 0 | 0 | 12 | 12 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ST LIBELLE 201B | 1 | 10 | 0 | 0 | 36 | 36 |
| CLUB LIBELLE 205 | 1 | 10 | 0 | 0 | 3 | 3 |
| 304 | 1 | 10 | 0 | 0 | 1 | 1 |
| 604 | 1 | 10 | 0 | 0 | 5 | 5 |
| MOSQUITO | 1 | 10 | 0 | 0 | 33 | 33 |
| II-B-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 244 | 244 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 7 | 7 |
| TOTAL | — | — | — | 0 | 251 | 251 |
| HELISOAR | | | | | | |
| HP-10 | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| I.C.A.-BRASOV (ROMANIA) | | | | | | |
| IS-28B2 | 2 | 10 | 0 | 0 | 45 | 45 |
| IS-29D | 1 | 10 | 0 | 0 | 3 | 3 |
| IS-29D2 | 1 | 10 | 0 | 0 | 8 | 8 |
| IS-32 | 1 | 10 | 1 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 58 | 58 |
| TOTAL | — | — | — | 0 | 58 | 58 |
| KURSAWE | | | | | | |
| KIRBY GULL | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| LAISTER SAILPLANE INC. | | | | | | |
| LP-15 | 1 | 10 | 0 | 0 | 7 | 7 |
| LP-46 | 1 | 10 | 0 | 0 | 2 | 2 |
| LP-49 | 1 | 10 | 0 | 0 | 14 | 14 |
| LP-15 | 1 | 10 | 0 | 0 | 3 | 3 |
| LP-15B | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 28 | 28 |
| TOTAL | — | — | — | 0 | 28 | 28 |
| LAISTER-KAUFFMAN | | | | | | |
| LK-10A | 2 | 10 | 0 | 0 | 35 | 35 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 35 | 35 |
| TOTAL | — | — | — | 0 | 35 | 35 |
| MILLER, EDWARD B. | | | | | | |
| UT-1 GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| MOLINO OY | | | | | | |
| PIK-20 | 1 | 10 | 0 | 0 | 32 | 32 |
| PIK-20B | 1 | 10 | 0 | 0 | 7 | 7 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 39 | 39 |
| TOTAL | — | — | — | 0 | 39 | 39 |
| MOSWEY-SEGELFLUGZEUG-WERKE | | | | | | |
| MOSWEY III | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| N. V. VliegTuigbouw | | | | | | |
| SAGITTA 013..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| NELSON | | | | | | |
| BB-1 | 2 | 11 | 1 | 0 | 2 | 2 |
| PG-185-B..... | 2 | 11 | 1 | 0 | 3 | 3 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| OBERLERCHNER | | | | | | |
| MG23 | 1 | 10 | 0 | 0 | 1 | 1 |
| MG23SL | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| OLYMPIA | | | | | | |
| EON MARK II..... | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| PDPS PZL BIELSKO BIALA | | | | | | |
| JANTAR 2B SZD-42-2 | 1 | 10 | 0 | 0 | 3 | 3 |
| SZD-55-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SZD-45A OGAR | 2 | 11 | 1 | 0 | 10 | 10 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 4 | 4 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 10 | 10 |
| TOTAL | — | — | — | 0 | 14 | 14 |
| PETERSON SAILPLANE-POLY IND. | | | | | | |
| J-4 | 1 | 10 | 0 | 0 | 4 | 4 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 4 | 4 |
| TOTAL | — | — | — | 0 | 4 | 4 |
| PILATUS | | | | | | |
| B4-PC11AF | 1 | 10 | 0 | 0 | 10 | 10 |
| B-4..... | 2 | 10 | 0 | 0 | 14 | 14 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 24 | 24 |
| TOTAL | — | — | — | 0 | 24 | 24 |
| PIPER | | | | | | |
| TG-8..... | 3 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| PRATT READ | | | | | | |
| PR-G1 | 2 | 10 | 0 | 0 | 16 | 16 |
| LNE-1..... | 2 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 18 | 18 |
| TOTAL | — | — | — | 0 | 18 | 18 |
| PREISS | | | | | | |
| RHJ-7..... | 1 | 10 | 0 | 0 | 1 | 1 |
| RHJ-9..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| ROLLADEN-SCHNEIDER | | | | | | |
| LS-4..... | 1 | 10 | 0 | 0 | 49 | 49 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| LS 4A..... | 1 | 10 | 0 | 0 | 24 | 24 |
| LS-3..... | 1 | 10 | 0 | 0 | 25 | 25 |
| LS1-F..... | 1 | 10 | 0 | 0 | 13 | 13 |
| LS3-A..... | 1 | 10 | 0 | 0 | 33 | 33 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 144 | 144 |
| TOTAL | — | — | — | 0 | 144 | 144 |
| S.Z.D. | | | | | | |
| SZD-48 JANTAR STD 2..... | 2 | 10 | 0 | 0 | 8 | 8 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| SCHEIBE | | | | | | |
| BERGFALKE II-55..... | 2 | 10 | 0 | 0 | 5 | 5 |
| SF-24 MOTORSPATZ..... | 1 | 11 | 1 | 0 | 1 | 1 |
| SF-25B FALKE..... | 2 | 11 | 1 | 0 | 1 | 1 |
| SF-25E SUPER-FALKE..... | 2 | 11 | 1 | 0 | 1 | 1 |
| SF-24A MOTORSPATZ..... | 1 | 11 | 1 | 0 | 1 | 1 |
| SF-26 STANDARD..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SF 27 M..... | 1 | 11 | 1 | 0 | 2 | 2 |
| SF-28A TANDEM-FALKE..... | 2 | 11 | 1 | 0 | 3 | 3 |
| L SPATZ-55..... | 1 | 10 | 0 | 0 | 7 | 7 |
| L SPATZ III..... | 2 | 10 | 0 | 0 | 2 | 2 |
| ZUGVOGEL IIIA..... | 1 | 10 | 0 | 0 | 3 | 3 |
| ZUGVOGEL IIIB..... | 1 | 10 | 0 | 0 | 2 | 2 |
| SPATZ B, 105..... | 2 | 10 | 0 | 0 | 1 | 1 |
| DISCUS BT..... | 1 | 10 | 0 | 0 | 1 | 1 |
| NIMBUS II..... | 1 | 10 | 0 | 0 | 4 | 4 |
| VENTUS CM..... | 1 | 11 | 0 | 0 | 10 | 10 |
| CIRRUS..... | 1 | 10 | 0 | 0 | 21 | 21 |
| STANDARD CIRRUS..... | 1 | 10 | 0 | 0 | 75 | 75 |
| NIMBUS-2B..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MINI-NIMBUS B..... | 1 | 10 | 0 | 0 | 5 | 5 |
| MINI-NIMBUS HS7..... | 1 | 10 | 0 | 0 | 7 | 7 |
| K8B..... | 1 | 10 | 0 | 0 | 1 | 1 |
| DISCUS B..... | 1 | 10 | 0 | 0 | 35 | 35 |
| DISCUS A..... | 1 | 10 | 0 | 0 | 10 | 10 |
| SHK1..... | 1 | 10 | 0 | 0 | 7 | 7 |
| STANDARD AUSTRIA S..... | 1 | 10 | 0 | 0 | 7 | 7 |
| STANDARD AUSTRIA SH..... | 1 | 10 | 0 | 0 | 2 | 2 |
| STANDARD AUSTRIA SH1..... | 1 | 10 | 0 | 0 | 9 | 9 |
| NIMBUS 3..... | 1 | 10 | 0 | 0 | 9 | 9 |
| NIMBUS 3T..... | 1 | 10 | 0 | 0 | 2 | 2 |
| NIMBUS-3DM..... | 2 | 11 | 0 | 0 | 4 | 4 |
| NIMBUS-3DT..... | 1 | 10 | 0 | 0 | 1 | 1 |
| NIMBUS 3/24.5..... | 1 | 10 | 0 | 0 | 7 | 7 |
| NIMBUS 4..... | 1 | 10 | 0 | 0 | 1 | 1 |
| JANUS CT..... | 2 | 10 | 0 | 0 | 1 | 1 |
| VENTUS-B..... | 1 | 10 | 0 | 0 | 31 | 31 |
| VENTUS A/16.6..... | 1 | 10 | 0 | 0 | 4 | 4 |
| VENTUS BT..... | 1 | 10 | 0 | 0 | 11 | 11 |
| VENTUS B/16.6..... | 1 | 10 | 0 | 0 | 24 | 24 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VENTUS C | 1 | 10 | 0 | 0 | 8 | 8 |
| MINI-NIMBUS C | 1 | 10 | 0 | 0 | 9 | 9 |
| VENTUS A | 1 | 10 | 0 | 0 | 11 | 11 |
| JANUS | 2 | 10 | 0 | 0 | 3 | 3 |
| JANUS B | 2 | 10 | 0 | 0 | 1 | 1 |
| JANUS C | 2 | 10 | 0 | 0 | 5 | 5 |
| NIMBUS-2C | 1 | 10 | 0 | 0 | 3 | 3 |
| SF-24B MOTORSPATZ | 1 | 11 | 1 | 0 | 1 | 1 |
| AS-K13 | 2 | 10 | 0 | 0 | 13 | 13 |
| ASK-14 | 1 | 11 | 1 | 0 | 7 | 7 |
| ASK-21 | 2 | 10 | 0 | 0 | 32 | 32 |
| ASK-23 | 2 | 10 | 0 | 0 | 3 | 3 |
| AS-W12 | 1 | 10 | 0 | 0 | 6 | 6 |
| ASW-15 | 1 | 10 | 0 | 0 | 26 | 26 |
| ASW-15B | 1 | 10 | 0 | 0 | 6 | 6 |
| ASW-20C | 1 | 10 | 0 | 0 | 28 | 28 |
| ASW-20L | 1 | 10 | 0 | 0 | 5 | 5 |
| ASW-20XV | 1 | 10 | 0 | 0 | 1 | 1 |
| ASW-19B | 1 | 10 | 0 | 0 | 18 | 18 |
| ASW-20 | 1 | 10 | 0 | 0 | 81 | 81 |
| ASW-17 | 1 | 10 | 0 | 0 | 9 | 9 |
| ASW-19 | 1 | 10 | 0 | 0 | 39 | 39 |
| ASW22 | 1 | 10 | 0 | 0 | 4 | 4 |
| ASW-20BL | 1 | 10 | 0 | 0 | 9 | 9 |
| ASW-24 | 2 | 10 | 0 | 0 | 18 | 18 |
| ASW20B | 1 | 10 | 0 | 0 | 17 | 17 |
| KA 5 | 1 | 10 | 0 | 0 | 1 | 1 |
| KA 6 B | 1 | 10 | 0 | 0 | 2 | 2 |
| KA 6 BR | 1 | 10 | 0 | 0 | 5 | 5 |
| K 6 CR | 1 | 10 | 0 | 0 | 7 | 7 |
| KA 6 CR | 1 | 10 | 0 | 0 | 30 | 30 |
| K 6 CR-PE | 1 | 10 | 0 | 0 | 1 | 1 |
| KA 6 CR-PE | 1 | 10 | 0 | 0 | 1 | 1 |
| KA 6 E | 1 | 10 | 0 | 0 | 19 | 19 |
| K 7 | 2 | 10 | 0 | 0 | 17 | 17 |
| KA 7 | 2 | 10 | 0 | 0 | 2 | 2 |
| K 8 | 1 | 10 | 0 | 0 | 1 | 1 |
| K 8 B | 1 | 10 | 0 | 0 | 19 | 19 |
| KA 8 B | 1 | 10 | 0 | 0 | 2 | 2 |
| RHONLERCHE II | 2 | 10 | 0 | 0 | 3 | 3 |
| ASW-20CL | 1 | 10 | 0 | 0 | 3 | 3 |
| CONDOR IV.2 | 2 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 766 | 766 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 31 | 31 |
| TOTAL | — | — | — | 0 | 797 | 797 |
| SCHNEIDER | | | | | | |
| ES 59 ARROW | 1 | 10 | 0 | 0 | 1 | 1 |
| ES60/II BOOMERANG | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCHWARZWALD FLUG WILH JEHL | | | | | | |
| MU-13D-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| SCHWEIZER | | | | | | |
| SGS 1-23 | 1 | 10 | 0 | 0 | 11 | 11 |
| SGS1-23B | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23D | 1 | 10 | 0 | 0 | 6 | 6 |
| SGS 1-23E | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23F | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23G | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23H | 1 | 10 | 0 | 0 | 5 | 5 |
| SGS 1-23HM | 1 | 10 | 0 | 0 | 7 | 7 |
| SGS 1-23H-15 | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23H-15 | 1 | 10 | 0 | 0 | 10 | 10 |
| SGS-1-24 | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-26 | 1 | 10 | 0 | 0 | 22 | 22 |
| SGS 1-26A | 1 | 10 | 0 | 0 | 74 | 74 |
| SGS 1-26B | 1 | 10 | 0 | 0 | 117 | 117 |
| SGS 1-26C | 1 | 10 | 0 | 0 | 69 | 69 |
| SGS 1-26D | 1 | 10 | 0 | 0 | 58 | 58 |
| SGS 1-26E | 1 | 10 | 0 | 0 | 158 | 158 |
| SGS 1-34 | 1 | 10 | 0 | 0 | 62 | 62 |
| SGS 1-34R | 1 | 10 | 0 | 0 | 6 | 6 |
| SGS-1-35 | 1 | 10 | 0 | 0 | 48 | 48 |
| SGS 1-35A | 1 | 10 | 0 | 0 | 2 | 2 |
| SGS-1-35C | 1 | 10 | 0 | 0 | 33 | 33 |
| SGS 1-36 | 1 | 10 | 0 | 0 | 37 | 37 |
| SGS 2-8 | 2 | 10 | 0 | 0 | 16 | 16 |
| SGS 2-32 | 3 | 10 | 0 | 0 | 63 | 63 |
| SGS 2-33AK | 3 | 10 | 0 | 0 | 3 | 3 |
| SGU-1-19 | 1 | 10 | 0 | 0 | 18 | 18 |
| SGU-1-20 | 1 | 10 | 0 | 0 | 1 | 1 |
| SGU 2-22 | 2 | 10 | 0 | 0 | 17 | 17 |
| SGU 2-22A | 2 | 10 | 0 | 0 | 1 | 1 |
| SGU 2-22C | 2 | 10 | 0 | 0 | 27 | 27 |
| SGU 2-22CK | 2 | 10 | 0 | 0 | 12 | 12 |
| SGU 2-22E | 2 | 10 | 0 | 0 | 47 | 47 |
| SGU 2-22EK | 2 | 10 | 0 | 0 | 4 | 4 |
| TG3A | 2 | 10 | 0 | 0 | 15 | 15 |
| SGS 2-25 | 2 | 10 | 0 | 0 | 1 | 1 |
| SGS 2-33 | 2 | 10 | 0 | 0 | 57 | 57 |
| SGS 2-33A | 2 | 10 | 0 | 0 | 321 | 321 |
| SGS 1-26C | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS1-21 | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1,337 | 1,337 |
| TOTAL | — | — | — | 0 | 1,337 | 1,337 |
| SHEMPP-HIRTH | | | | | | |
| DISCUS | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TOTAL | — | — | — | 0 | 1 | 1 |
| SIREN | | | | | | |
| EDELWEISS C.30.S. | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| SLINGSBY | | | | | | |
| T31 CADET MK 3. | 1 | 10 | 0 | 0 | 2 | 2 |
| KIRBY KITE | 1 | 10 | 0 | 0 | 1 | 1 |
| SWALLOW TYPE T.45 | 1 | 10 | 0 | 0 | 2 | 2 |
| TYPE T-50 SKYLARK 4. | 1 | 10 | 0 | 0 | 2 | 2 |
| DART T.51 | 1 | 10 | 0 | 0 | 8 | 8 |
| CAPSTAN TYPE 49B. | 2 | 10 | 0 | 0 | 1 | 1 |
| T-53B | 2 | 10 | 0 | 0 | 6 | 6 |
| T59D KESTREL 19 | 2 | 10 | 0 | 0 | 3 | 3 |
| HP-14. | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 26 | 26 |
| TOTAL | — | — | — | 0 | 26 | 26 |
| SPORT-FLUGZEUGBAU | | | | | | |
| GOPPINGEN 3 MINIMOA | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| SPORTAVIA-PUTZER | | | | | | |
| FOURNIER R.F.4.D. | 1 | 11 | 1 | 0 | 14 | 14 |
| FOURNIER R.F.5 | 2 | 11 | 1 | 0 | 2 | 2 |
| SFS31 | 1 | 11 | 1 | 0 | 2 | 2 |
| RF5B SPERBER. | 2 | 11 | 1 | 0 | 12 | 12 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 30 | 30 |
| TOTAL | — | — | — | 0 | 30 | 30 |
| START & FLUG GMBH. | | | | | | |
| H101 SALTO | 1 | 10 | 0 | 0 | 8 | 8 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| SZD-24-4A FOKA -4. | 1 | 10 | 0 | 0 | 3 | 3 |
| SZD-24C FOKA | 1 | 10 | 0 | 0 | 2 | 2 |
| SZD-36-A | 1 | 10 | 0 | 0 | 3 | 3 |
| SZD-38A JANTAR-1 | 1 | 10 | 0 | 0 | 2 | 2 |
| JANTAR-2A-SZD 42-1 | 1 | 10 | 0 | 0 | 10 | 10 |
| 41A JANTAR STANDARD | 1 | 10 | 0 | 0 | 15 | 15 |
| JANTAR 48-3 STD III. | 1 | 10 | 0 | 0 | 1 | 1 |
| SZD 51-1 JUNIOR. | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 38 | 38 |
| TOTAL | — | — | — | 0 | 38 | 38 |
| VALENTIN GMBH | | | | | | |
| TAIFUN 17E | 2 | 11 | 1 | 0 | 22 | 22 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 22 | 22 |
| TOTAL | — | — | — | 0 | 22 | 22 |
| VASAMA | | | | | | |
| PIK-16C | 1 | 10 | 0 | 0 | 2 | 2 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
GLIDER
AS OF DECEMBER 31, 1991**

| Manufacturer/Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VICKERS-SLINGSBY | | | | | | |
| T65A | 1 | 10 | 0 | 0 | 8 | 8 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 8 | 8 |
| TOTAL | — | — | — | 0 | 8 | 8 |
| VLIEGTUIGBOUW | | | | | | |
| SAGITTA-013 | 1 | 10 | 0 | 0 | 3 | 3 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| WAGGON UND MASCHINENBAU | | | | | | |
| PHOEBUS C | 1 | 10 | 0 | 0 | 2 | 2 |
| PHOEBUS B1 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3 | 3 |
| TOTAL | — | — | — | 0 | 3 | 3 |
| WARSZTATY SZYBOWCOWE | | | | | | |
| ORLIK | 1 | 10 | 0 | 0 | 1 | 1 |
| LO-150 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 2 | 2 |
| TOTAL | — | — | — | 0 | 2 | 2 |
| WSK-SWIDNIK | | | | | | |
| SZD-30 PIRAT | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 1 | 1 |
| TOTAL | — | — | — | 0 | 1 | 1 |
| 1CA-BRASOV | | | | | | |
| 1S-28M2 | 2 | 11 | 1 | 0 | 5 | 5 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 5 | 5 |
| TOTAL | — | — | — | 0 | 5 | 5 |
| GLIDER NO ENGINE | — | 10 | — | 0 | 3,384 | 3,384 |
| GLIDER REC. ENGINE | — | 11 | — | 0 | 164 | 164 |
| TOTAL GLIDER A/C | — | — | — | 0 | 3,548 | 3,548 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ADAMS BALLOON | | | | | | |
| A50S..... | 0 | 20 | 0 | 0 | 30 | 30 |
| A55..... | 0 | 20 | 0 | 0 | 49 | 49 |
| A55S..... | 0 | 20 | 0 | 0 | 56 | 56 |
| A50SC..... | 0 | 20 | 0 | 0 | 1 | 1 |
| L.D..... | 0 | 20 | 0 | 0 | 1 | 1 |
| L D-S..... | 0 | 20 | 0 | 0 | 6 | 6 |
| A37H..... | 1 | 20 | 1 | 0 | 3 | 3 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 146 | 146 |
| TOTAL..... | | | | 0 | 146 | 146 |
| AEROSTAR INTERNATIONAL INC | | | | | | |
| RAVEN S-47A..... | 1 | 20 | 0 | 0 | 1 | 1 |
| RAVEN S49A..... | 1 | 20 | 0 | 0 | 70 | 70 |
| S-50A..... | 4 | 20 | 0 | 0 | 2 | 2 |
| RAVEN S-55A..... | 1 | 20 | 0 | 0 | 44 | 44 |
| RX-6..... | 1 | 20 | 0 | 0 | 1 | 1 |
| S-60A..... | 2 | 20 | 0 | 0 | 127 | 127 |
| S-66A..... | 2 | 20 | 0 | 0 | 28 | 28 |
| RX-7..... | 1 | 20 | 0 | 0 | 169 | 169 |
| RX 8..... | 1 | 20 | 0 | 0 | 102 | 102 |
| RAVEN S71A..... | 8 | 20 | 0 | 0 | 3 | 3 |
| S-77A..... | 9 | 20 | 0 | 0 | 13 | 13 |
| QUBE-80..... | 8 | 20 | 0 | 0 | 1 | 1 |
| W100LB..... | 2 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 562 | 562 |
| TOTAL..... | | | | 0 | 562 | 562 |
| AIRSHIP INDUSTRIES UK LTD | | | | | | |
| AIRSHIP 600..... | 16 | 32 | 2 | 0 | 3 | 3 |
| SKYSHIP 500..... | 10 | 31 | 2 | 0 | 1 | 1 |
| A-60 +..... | 5 | 31 | 2 | 0 | 6 | 6 |
| BLIMP/DIR REC ENG..... | | 31 | | 0 | 7 | 7 |
| TOTAL..... | | | | 0 | 7 | 7 |
| AVIAN BALLOON | | | | | | |
| FALCON II..... | 0 | 20 | 0 | 0 | 25 | 25 |
| SKYHAV/K..... | 4 | 20 | 0 | 0 | 49 | 49 |
| SPARROW..... | 0 | 20 | 0 | 0 | 3 | 3 |
| CLIPPER..... | 0 | 20 | 0 | 0 | 1 | 1 |
| MAGNUM IX..... | 8 | 20 | 0 | 0 | 17 | 17 |
| TURBO 8..... | 1 | 20 | 0 | 0 | 7 | 7 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 102 | 102 |
| TOTAL..... | | | | 0 | 102 | 102 |
| BALLONBAU WORNER GMBH | | | | | | |
| K-1000/3-STU..... | 6 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 1 | 1 |
| TOTAL..... | | | | 0 | 1 | 1 |
| BALLOON WORKS | | | | | | |
| FIREFLY 7-B..... | 1 | 20 | 0 | 0 | 226 | 226 |
| FIREFLY 7..... | 1 | 20 | 0 | 0 | 1,012 | 1,012 |
| FIREFLY 6..... | 1 | 20 | 0 | 0 | 42 | 42 |
| FIREFLY AX-7..... | 1 | 20 | 0 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FIREFLY 6B..... | 0 | 20 | 0 | 0 | 116 | 116 |
| FIREFLY 5..... | 1 | 20 | 0 | 0 | 17 | 17 |
| BARNES SOLAR FIREFLY..... | 1 | 20 | 0 | 0 | 1 | 1 |
| FIREFLY 8-24..... | 1 | 20 | 0 | 0 | 138 | 138 |
| FIREFLY 8..... | 1 | 20 | 0 | 0 | 15 | 15 |
| FIREFLY 8B..... | 1 | 20 | 0 | 0 | 187 | 187 |
| FIREFLY 8B-15..... | 1 | 20 | 0 | 0 | 2 | 2 |
| FIREFLY 7-15..... | 1 | 20 | 0 | 0 | 28 | 28 |
| FIREFLY 7B-15..... | 1 | 20 | 0 | 0 | 5 | 5 |
| FIREFLY 9..... | 1 | 20 | 0 | 0 | 22 | 22 |
| FIREFLY-770..... | 1 | 20 | 0 | 0 | 2 | 2 |
| AX-7..... | 0 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 1,816 | 1,816 |
| TOTAL..... | | | | 0 | 1,816 | 1,816 |
| CAMERON BALLONS US | | | | | | |
| N-180..... | 9 | 20 | 0 | 0 | 3 | 3 |
| O-42..... | 2 | 20 | 0 | 0 | 1 | 1 |
| O-56..... | 3 | 20 | 0 | 0 | 12 | 12 |
| O-65..... | 3 | 20 | 0 | 0 | 40 | 40 |
| O-77..... | 4 | 20 | 0 | 0 | 51 | 51 |
| O-84..... | 4 | 20 | 0 | 0 | 17 | 17 |
| A-140..... | 3 | 20 | 0 | 0 | 4 | 4 |
| O-105..... | 6 | 20 | 0 | 0 | 11 | 11 |
| D-50..... | 1 | 20 | 0 | 0 | 2 | 2 |
| V-56..... | 3 | 20 | 0 | 0 | 33 | 33 |
| N-65..... | 4 | 20 | 0 | 0 | 2 | 2 |
| V-65..... | 3 | 20 | 0 | 0 | 15 | 15 |
| N-31..... | 1 | 20 | 0 | 0 | 1 | 1 |
| N-56..... | 3 | 20 | 0 | 0 | 3 | 3 |
| N-77..... | 4 | 20 | 0 | 0 | 22 | 22 |
| V-77..... | 4 | 20 | 0 | 0 | 21 | 21 |
| N-105..... | 6 | 20 | 0 | 0 | 7 | 7 |
| N 120..... | 5 | 20 | 0 | 0 | 6 | 6 |
| CAN 90..... | 5 | 20 | 0 | 0 | 3 | 3 |
| BATTERY 90..... | 5 | 20 | 0 | 0 | 1 | 1 |
| ET-90..... | 5 | 20 | 0 | 0 | 1 | 1 |
| O-42..... | 2 | 20 | 0 | 0 | 1 | 1 |
| O-77..... | 4 | 20 | 0 | 0 | 36 | 36 |
| V-31..... | 4 | 20 | 0 | 0 | 1 | 1 |
| O-84..... | 4 | 20 | 0 | 0 | 57 | 57 |
| A-105..... | 4 | 20 | 0 | 0 | 22 | 22 |
| A-140..... | 3 | 20 | 0 | 0 | 16 | 16 |
| A-120..... | 5 | 20 | 0 | 0 | 2 | 2 |
| A-210..... | 12 | 20 | 0 | 0 | 4 | 4 |
| N-65..... | 4 | 20 | 0 | 0 | 16 | 16 |
| N-105..... | 6 | 20 | 0 | 0 | 40 | 40 |
| O-56..... | 3 | 20 | 0 | 0 | 2 | 2 |
| O-65..... | 4 | 20 | 0 | 0 | 7 | 7 |
| V-65..... | 4 | 20 | 0 | 0 | 2 | 2 |
| N-145..... | 5 | 20 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A-180 | 2 | 20 | 0 | 0 | 1 | 1 |
| N-160 | 16 | 20 | 0 | 0 | 10 | 10 |
| N-77 | 4 | 20 | 0 | 0 | 46 | 46 |
| N-90 | 4 | 20 | 0 | 0 | 56 | 56 |
| MICKEY 90 | 5 | 20 | 0 | 0 | 1 | 1 |
| PENQUIN-90 | 5 | 20 | 0 | 0 | 1 | 1 |
| POLARBEAR 90 | 5 | 20 | 0 | 0 | 1 | 1 |
| SHOE 90 | 5 | 20 | 0 | 0 | 1 | 1 |
| PIGGY BANK-90 | 5 | 20 | 0 | 0 | 1 | 1 |
| O-90 | 5 | 20 | 0 | 0 | 1 | 1 |
| O-105 | 6 | 20 | 0 | 0 | 12 | 12 |
| V-90 | 5 | 20 | 0 | 0 | 30 | 30 |
| V-77 | 4 | 20 | 0 | 0 | 195 | 195 |
| BALLOON NO ENGINE | | 20 | | 0 | 819 | 819 |
| TOTAL | | | | 0 | 819 | 819 |
| CHAIZE | | | | | | |
| BETEC 800M3 SER 100 | 0 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE | | 20 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| COLT BALLOONS LIMITED | | | | | | |
| 77A | 0 | 20 | 0 | 0 | 9 | 9 |
| 17A | 1 | 20 | 0 | 0 | 1 | 1 |
| 69A | 1 | 20 | 0 | 0 | 4 | 4 |
| 105-A | 1 | 20 | 0 | 0 | 19 | 19 |
| 160A | 9 | 20 | 0 | 0 | 4 | 4 |
| 240A | 1 | 20 | 0 | 0 | 5 | 5 |
| BALLOON NO ENGINE | | 20 | | 0 | 42 | 42 |
| TOTAL | | | | 0 | 42 | 42 |
| EAGLE BALLOONS LTD | | | | | | |
| AX7 | 1 | 20 | 0 | 0 | 19 | 19 |
| C-7 | 1 | 20 | 0 | 0 | 78 | 78 |
| BALLOON NO ENGINE | | 20 | | 0 | 97 | 97 |
| TOTAL | | | | 0 | 97 | 97 |
| ELIZABETH ADAMS WALZ | | | | | | |
| A55S | 1 | 20 | 0 | 0 | 1 | 1 |
| A60S | 6 | 20 | 0 | 0 | 4 | 4 |
| BALLOON NO ENGINE | | 20 | | 0 | 5 | 5 |
| TOTAL | | | | 0 | 5 | 5 |
| FANTASY SKY PROMOTIONS | | | | | | |
| FANTASY SEVEN BALOON | 1 | 20 | 0 | 0 | 4 | 4 |
| FANTASY EIGHT | 1 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE | | 20 | | 0 | 5 | 5 |
| TOTAL | | | | 0 | 5 | 5 |
| GALAXY BALLOONS INC | | | | | | |
| AX-6 | 3 | 20 | 0 | 0 | 1 | 1 |
| GALAXY 7 | 3 | 20 | 0 | 0 | 50 | 50 |
| GALAXY 9 | 8 | 20 | 0 | 0 | 2 | 2 |
| NEWPORT | 0 | 20 | 0 | 0 | 5 | 5 |
| SPRINT | 0 | 20 | 0 | 0 | 1 | 1 |
| LIGHTNING 33 | 0 | 20 | 0 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AX-6 | 1 | 20 | 0 | 0 | 52 | 52 |
| BALLOON NO ENGINE | | 20 | | 0 | 113 | 113 |
| TOTAL | | | | 0 | 113 | 113 |
| GOODYEAR | | | | | | |
| S-94 | 3 | 20 | 0 | 0 | 2 | 2 |
| 813 | 6 | 20 | 0 | 0 | 3 | 3 |
| GZ-20A | 7 | 31 | 2 | 0 | 4 | 4 |
| GZ-19A | 7 | 31 | 2 | 0 | 1 | 1 |
| 19000 CU. FT. | 0 | 20 | 0 | 0 | 1 | 1 |
| 35000 CU. FT. | 6 | 20 | 0 | 0 | 2 | 2 |
| BALLOON NO ENGINE | | 20 | | 0 | 8 | 8 |
| BLIMP/DIR REC ENG | | 31 | | 0 | 5 | 5 |
| TOTAL | | | | 0 | 13 | 13 |
| HEAD BALLOONS | | | | | | |
| AX7-77 | 4 | 20 | 0 | 0 | 18 | 18 |
| AX8-88 | 4 | 20 | 0 | 0 | 26 | 26 |
| AX7 77B | 4 | 20 | 0 | 0 | 3 | 3 |
| AX8-88B | 4 | 20 | 0 | 0 | 4 | 4 |
| BALLOON NO ENGINE | | 20 | | 0 | 51 | 51 |
| TOTAL | | | | 0 | 51 | 51 |
| MANTAINER PTY LTD | | | | | | |
| ARDATH | 0 | 35 | 2 | 0 | 1 | 1 |
| BLMP/DIR TRB AIR GEN | | 35 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| NATIONAL BALLOONING | | | | | | |
| 752-12 | 3 | 20 | 0 | 0 | 8 | 8 |
| 752 | 4 | 20 | 0 | 0 | 8 | 8 |
| 755-12 | 4 | 20 | 0 | 0 | 1 | 1 |
| 858 | 4 | 20 | 0 | 0 | 18 | 18 |
| 858-T | 4 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE | | 20 | | 0 | 36 | 36 |
| TOTAL | | | | 0 | 36 | 36 |
| PICCARD | | | | | | |
| AX-3 | 1 | 20 | 0 | 0 | 2 | 2 |
| A-5 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-6 | 1 | 20 | 0 | 0 | 140 | 140 |
| AX-6PT | 1 | 20 | 0 | 0 | 1 | 1 |
| 1000 | 0 | 20 | 0 | 0 | 1 | 1 |
| AX-6 | 1 | 20 | 0 | 0 | 1 | 1 |
| BALLOON NO ENGINE | | 20 | | 0 | 146 | 146 |
| TOTAL | | | | 0 | 146 | 146 |
| RAVEN | | | | | | |
| S-40A | 2 | 20 | 0 | 0 | 10 | 10 |
| S-50 | 1 | 20 | 0 | 0 | 4 | 4 |
| S-50A | 4 | 20 | 0 | 0 | 82 | 82 |
| S55A | 1 | 20 | 0 | 0 | 715 | 715 |
| S-60 | 1 | 20 | 0 | 0 | 1 | 1 |
| S-60A | 2 | 20 | 0 | 0 | 224 | 224 |
| S-40 | 1 | 20 | 0 | 0 | 1 | 1 |
| S-55A | 1 | 20 | 0 | 0 | 6 | 6 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| S-60A..... | 2 | 20 | 0 | 0 | 7 | 7 |
| S-66A..... | 2 | 20 | 0 | 0 | 49 | 49 |
| S66-ST..... | 1 | 20 | 0 | 0 | 1 | 1 |
| S100A..... | 2 | 20 | 0 | 0 | 1 | 1 |
| MG-1000..... | 0 | 20 | 0 | 0 | 2 | 2 |
| N05SD-20/20T-0.250..... | 0 | 20 | 0 | 0 | 1 | 1 |
| N05ST-15/15/15T-0400..... | 0 | 20 | 0 | 0 | 1 | 1 |
| S45A..... | 2 | 20 | 0 | 0 | 2 | 2 |
| RX6..... | 1 | 20 | 0 | 0 | 180 | 180 |
| RALLY RX7..... | 1 | 20 | 0 | 0 | 338 | 338 |
| S 10T..... | 2 | 20 | 0 | 0 | 1 | 1 |
| EJ0A..... | 2 | 20 | 0 | 0 | 1 | 1 |
| W100LB..... | 2 | 20 | 0 | 0 | 1 | 1 |
| RX6-146..... | 1 | 20 | 0 | 0 | 3 | 3 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 1,631 | 1,631 |
| TOTAL..... | | | | 0 | 1,631 | 1,631 |
| SEMCO BALLOON | | | | | | |
| 30-AL..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CHALLENGER..... | 1 | 20 | 0 | 0 | 15 | 15 |
| TC-4..... | 4 | 20 | 0 | 0 | 2 | 2 |
| TC-4A..... | 4 | 20 | 0 | 0 | 1 | 1 |
| T..... | 4 | 20 | 0 | 0 | 28 | 28 |
| MARK V..... | 4 | 20 | 0 | 0 | 11 | 11 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 58 | 58 |
| TOTAL..... | | | | 0 | 58 | 58 |
| SKYPOWER | | | | | | |
| GBN-41-1000..... | 2 | 20 | 0 | 0 | 6 | 6 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 6 | 6 |
| TOTAL..... | | | | 0 | 6 | 6 |
| THUNDER & COLT | | | | | | |
| AS-90 AIRSHIP..... | 5 | 20 | 0 | 0 | 1 | 1 |
| AS 80..... | 2 | 31 | 1 | 0 | 1 | 1 |
| AS 105..... | 6 | 31 | 1 | 0 | 1 | 1 |
| COLT 69A..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AX 9-140 S II..... | 1 | 20 | 0 | 0 | 2 | 2 |
| COLT 77A..... | 4 | 20 | 0 | 0 | 1 | 1 |
| AX7-77 S1..... | 4 | 20 | 0 | 0 | 3 | 3 |
| COLT 160A..... | 9 | 20 | 0 | 0 | 1 | 1 |
| COLT 56A..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX8-90 S 2..... | 5 | 20 | 0 | 0 | 11 | 11 |
| AX8-90..... | 5 | 20 | 0 | 0 | 1 | 1 |
| COLT 105A..... | 6 | 20 | 0 | 0 | 4 | 4 |
| AX6-56S1..... | 3 | 20 | 0 | 0 | 2 | 2 |
| 160A..... | 9 | 20 | 0 | 0 | 6 | 6 |
| 77 SERIES I..... | 4 | 20 | 0 | 0 | 6 | 6 |
| AX8-90 SERIES 2..... | 5 | 20 | 0 | 0 | 5 | 5 |
| BALLOON NO ENGINE..... | | 20 | | 0 | 45 | 45 |
| BLIMP/DIR REC ENG..... | | 31 | | 0 | 2 | 2 |
| TOTAL..... | | | | 0 | 47 | 47 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| THUNDER BALLOONS LIMITED | | | | | | |
| AX5-42 | 2 | 20 | 0 | 0 | 2 | 2 |
| AX6-56 | 3 | 20 | 0 | 0 | 3 | 3 |
| AX6-56A | 3 | 20 | 0 | 0 | 2 | 2 |
| AX7-65 | 3 | 20 | 0 | 0 | 4 | 4 |
| AX7-65 BOLT | 3 | 20 | 0 | 0 | 1 | 1 |
| AX7-77 | 4 | 20 | 0 | 0 | 49 | 49 |
| AX7-77A | 4 | 20 | 0 | 0 | 17 | 17 |
| AX7-77 BOLT | 4 | 20 | 0 | 0 | 2 | 2 |
| AX7-77Z | 4 | 20 | 0 | 0 | 14 | 14 |
| AX8-90 | 0 | 20 | 0 | 0 | 13 | 13 |
| AX8-105 | 4 | 20 | 0 | 0 | 2 | 2 |
| AX9-140 | 8 | 20 | 0 | 0 | 2 | 2 |
| AX7-65Z | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6-56Z | 3 | 20 | 0 | 0 | 1 | 1 |
| AX9-140 SII | 8 | 20 | 0 | 0 | 7 | 7 |
| BALLOON NO ENGINE | | 20 | | 0 | 120 | 120 |
| TOTAL | | | | 0 | 120 | 120 |
| BALLOON NO ENGINE | | 20 | | 0 | 5,810 | 5,810 |
| BLIMP/DIR REC ENG | | 31 | | 0 | 14 | 14 |
| BLMP/DIR TRB AIR GEN | | 35 | | 0 | 1 | 1 |
| BALL/BLIMP/DIR A/C | | | | 0 | 5,825 | 5,825 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| #2 L.G.T. #6..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A -SCOUT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| R | 1 | 41 | 1 | 0 | 1 | 1 |
| A..... | 2 | 41 | 1 | 0 | 27 | 27 |
| A - 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| A CRISP PERFECT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A HUMMER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A SCOUT..... | 2 | 41 | 1 | 0 | 2 | 2 |
| A.O.P. MK 9 | 3 | 41 | 1 | 0 | 1 | 1 |
| A-1..... | 2 | 41 | 1 | 0 | 99 | 99 |
| A-1TC..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A-15-SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| A-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| A-37..... | 4 | 41 | 1 | 0 | 6 | 6 |
| A-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A/C7 | 4 | 41 | 1 | 0 | 4 | 4 |
| AA CUBETTE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AA200 | 4 | 41 | 1 | 0 | 1 | 1 |
| ABS-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AC-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACAPELLA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACB-2 TAILWIND..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACCIPITER 200..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACE-C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACEY DEUCY..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY DEUCY P-70..... | 2 | 41 | 1 | 0 | 4 | 4 |
| ACEY DEUCY P70..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY DEUCY SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACEY DUECY PARASOL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACEY DUECY P-70..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY-DUCYP-70..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACI P51 D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO CAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO CUBY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO DUSTER II SA750..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO DUSTER SA750 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO II | 2 | 41 | 1 | 0 | 7 | 7 |
| ACRO MR3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT | 1 | 41 | 1 | 0 | 19 | 19 |
| ACRO SPORT II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT I | 1 | 41 | 1 | 0 | 4 | 4 |
| ACRO SPORT II..... | 2 | 41 | 1 | 0 | 48 | 48 |
| ACRO SPORT S1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT 11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT 304..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT-II..... | 1 | 41 | 1 | 0 | 3 | 3 |
| ACRO SPORT-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| ACRO SPORTII | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO TRAINER..... | 2 | 41 | 1 | 0 | 2 | 2 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ACRO-CUBY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO-PRO II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO-PRO-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO-SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO-SPORT..... | 1 | 41 | 1 | 0 | 6 | 6 |
| ACRODUSTER..... | 2 | 41 | 1 | 0 | 3 | 3 |
| ACRODUSTER I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER I, SA700..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER II..... | 1 | 41 | 1 | 0 | 4 | 4 |
| ACRODUSTER II SA750..... | 2 | 41 | 1 | 0 | 4 | 4 |
| ACRODUSTER SA 750..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER SA750..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER SA750..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER TOO..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER TOO SA750..... | 2 | 41 | 1 | 0 | 3 | 3 |
| ACRODUSTER-I SA700X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER-II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER-1-SA-700..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| ACROSPORT RJ-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ACROTRAINER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ADAMS 02..... | 4 | 41 | 1 | 0 | 1 | 1 |
| ADV AVN CARRERA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ADVANCED AVN CARRERA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ADVENTURE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ADVENTURER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERE GARE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO C-104..... | 1 | 41 | 1 | 0 | 2 | 2 |
| AERO DESIGNS PULSAR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO GARE SEA HAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO HOPPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO MIRAGE TC-2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AERO PHAETON..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO SPEC 2150..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO SPORT II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AERO SPORT PJ-260..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO SPORT SCAMP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AERO Z 131..... | 1 | 41 | 1 | 0 | 2 | 2 |
| AERO Z-131..... | 1 | 41 | 1 | 0 | 2 | 2 |
| AERO-BIPE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO-GARE SEAHAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO-3-A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AEROBAT III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROBAT SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROBODY MODEL 26..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROCOPY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AERODUSTER TOO SA750..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AEROEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROGARE SEA HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROLock KE-1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROMASTER | 2 | 41 | 1 | 0 | 2 | 2 |
| AERONAUT | 1 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7AC | 2 | 41 | 1 | 0 | 1 | 1 |
| AERONCA/SOLOMON | 2 | 41 | 1 | 0 | 1 | 1 |
| AERONCOPY | 2 | 41 | 1 | 0 | 3 | 3 |
| AERONICA T | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT | 1 | 41 | 1 | 0 | 2 | 2 |
| AEROSPORT QUAIL | 1 | 41 | 1 | 0 | 8 | 8 |
| AEROSPORT SCAMP | 1 | 41 | 1 | 0 | 5 | 5 |
| AEROSPORT SCAMP WTBL | 11 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT SCAMP WTB1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT SKAMP | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT-3 SCAMP | 1 | 41 | 1 | 0 | 1 | 1 |
| AF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AFB | 2 | 41 | 1 | 0 | 2 | 2 |
| AFCA | 2 | 41 | 1 | 0 | 1 | 1 |
| AF86-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AG-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AGNES PANTHER 2 PLUS | 2 | 41 | 1 | 0 | 1 | 1 |
| AGQ | 1 | 41 | 1 | 0 | 2 | 2 |
| AGRIPLANE | 1 | 41 | 1 | 0 | 3 | 3 |
| AGRIPLANE BIPLACE | 2 | 41 | 1 | 0 | 2 | 2 |
| AGSTAR III | 1 | 41 | 1 | 0 | 1 | 1 |
| AIR CAMPER | 2 | 41 | 1 | 0 | 8 | 8 |
| AIR CAMPER B4A | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR CAMPER 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR COMMAND 503 | 1 | 41 | 1 | 0 | 1 | 1 |
| AIR MASTER 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR PAL | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR SHARK I | 4 | 41 | 1 | 0 | 2 | 2 |
| AIR SKIMMER | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR SPORT KJ | 1 | 41 | 1 | 0 | 1 | 1 |
| AIR-RUNNER 100 | 3 | 41 | 1 | 0 | 1 | 1 |
| AIRART II | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER | 2 | 41 | 1 | 0 | 9 | 9 |
| AIRCAMPER A | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER BL1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER GN-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| AIRCAMPER GNI | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER PH-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER 79 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCRAUSER 66-75 | 15 | 41 | 1 | 0 | 1 | 1 |
| AIRPLANE | 2 | 41 | 1 | 0 | 3 | 3 |
| AIRSHARK II | 4 | 41 | 1 | 0 | 1 | 1 |
| AIRWOLF II | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AIT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AJ1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AK-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AKRO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AKRO SPIRIT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AKROMASTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AK3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AL GONS POORMANS CHA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ALASKA BUSH KOALA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALASKAN..... | 3 | 41 | 1 | 0 | 1 | 1 |
| ALASKAN BUSHMASTER..... | 4 | 41 | 1 | 0 | 2 | 2 |
| ALBATROS DAV..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALBATROSD-VA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALBATROSS C III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ALBEE SPORT AS-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALCO COUPE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALLSBROOK-MITCHELL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ALPHA STAR LONG-EZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMATEUR BUILT..... | 1 | 41 | 1 | 0 | 7 | 7 |
| AMATEUR-BUILT..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AMER AEROLTS EAGLE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMERICAN EAGLET..... | 1 | 41 | 1 | 0 | 8 | 8 |
| AMES-GLASAIR 2TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMF S 14..... | 3 | 41 | 1 | 0 | 1 | 1 |
| AMF S-14 F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMF S14F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMF-S-14 FD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMIGO 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN..... | 1 | 41 | 1 | 0 | 3 | 3 |
| AMPHIBIAN ANDERSON K..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN MOD. B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN S12D..... | 4 | 41 | 1 | 0 | 1 | 1 |
| AN-2..... | 17 | 41 | 1 | 0 | 4 | 4 |
| AN-2R..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AN-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ANDERSON..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ANDERSON KINGFISHER..... | 1 | 41 | 1 | 0 | 4 | 4 |
| ANDERSON-KINGFISHER..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ANDREWS RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ANGLIN J-3 SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ANGLIN RV-6..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ANNA 3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ANTHONY BD-4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| ANZANI LONGSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AOK..... | 3 | 41 | 1 | 0 | 1 | 1 |
| API..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AP1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AQUA RIDER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AQUILA 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AR-5..... | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ARC SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ARESTI GANADOR | 1 | 41 | 1 | 0 | 1 | 1 |
| ARIEL A-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ARIOSTO MUSTANG II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ARL | 2 | 41 | 1 | 0 | 1 | 1 |
| ARNOLDS FLYBABY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ARROW | 1 | 41 | 1 | 0 | 1 | 1 |
| ARROW SPORT 66..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ARROW SPORT-S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ARV 582 | 2 | 41 | 1 | 0 | 1 | 1 |
| ASCENDER II+2 | 2 | 41 | 1 | 0 | 3 | 3 |
| ASOB | 2 | 41 | 1 | 0 | 1 | 1 |
| ASP-S2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ASTROCRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-19 | 3 | 41 | 1 | 0 | 1 | 1 |
| AT-401A | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-402 | 1 | 41 | 1 | 0 | 31 | 31 |
| AT-402A | 1 | 41 | 1 | 0 | 12 | 12 |
| AT-501 | 1 | 41 | 1 | 0 | 6 | 6 |
| AT-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| AT-6F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ATLANTIC AERO AW2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AURA | 4 | 41 | 1 | 0 | 1 | 1 |
| AURIGA | 4 | 41 | 1 | 0 | 1 | 1 |
| AV - 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVENGER | 1 | 41 | 1 | 0 | 7 | 7 |
| AVIASTAR I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIASTAR II SP | 2 | 41 | 1 | 0 | 2 | 2 |
| AVID | 3 | 41 | 1 | 0 | 3 | 3 |
| AVID AERO BAT | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID AEROBAT | 2 | 41 | 1 | 0 | 2 | 2 |
| AVID AIRCRAFT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID AMPHIBIAN..... | 3 | 41 | 1 | 0 | 16 | 16 |
| AVID COMMUTER | 2 | 41 | 1 | 0 | 2 | 2 |
| AVID COMMUTTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER | 2 | 41 | 1 | 0 | 221 | 221 |
| AVID FLYER B | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF-JC1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AMPHIB | 3 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AMPHIBIAN..... | 3 | 41 | 1 | 0 | 2 | 2 |
| AVID FLYER B..... | 2 | 41 | 1 | 0 | 8 | 8 |
| AVID FLYER C | 2 | 41 | 1 | 0 | 5 | 5 |
| AVID FLYER C MODEL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER C SPDWNG | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER CAO | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER COMMUTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER D | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| AVID FLYER H/H..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER HEAVY HLR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER HEAVYHAUL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER I..... | 2 | 41 | 1 | 0 | 4 | 4 |
| AVID FLYER MODEL B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| AVID FLYER MODEL C..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AVID FLYER SPD WING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER SPEEDWING..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AVID FLYER STOL..... | 2 | 41 | 1 | 0 | 4 | 4 |
| AVID FLYER TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER 86B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID HAULER..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AVID HAULER#6..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID HEAVY HAULER..... | 2 | 41 | 1 | 0 | 7 | 7 |
| AVID S T O L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID SPEEDWING..... | 2 | 41 | 1 | 0 | 3 | 3 |
| AVID STOL..... | 2 | 41 | 1 | 0 | 4 | 4 |
| AVID SW 65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIDFLYER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIDFLYER SPEEDWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIN..... | 1 | 41 | 1 | C | 1 | 1 |
| AVRO 504K..... | 1 | 41 | 1 | C | 1 | 1 |
| AVRO-504K..... | 1 | 41 | 1 | 0 | 1 | 1 |
| AXELL GLASAIR II RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| AZTEZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| A31-1B1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A4-B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A45..... | 2 | 41 | 1 | 0 | 1 | 1 |
| A6M2-21 REPLICA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| A75N1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B..... | 2 | 41 | 1 | 0 | 9 | 9 |
| B AVID FLYER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B HOOK 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B.C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| B.J SPORTSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| B-HUMMER..... | 1 | 41 | 1 | 0 | 3 | 3 |
| B-1..... | 2 | 41 | 1 | 0 | 4 | 4 |
| B-1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| B-10..... | 1 | 41 | 1 | 0 | 2 | 2 |
| B-10 WING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| B-2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| B-24J..... | 10 | 51 | 4 | 0 | 1 | 1 |
| B-31C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| B-8M..... | 1 | 41 | 1 | 0 | 3 | 3 |
| B/HANKER HURRICANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-42..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-6..... | 1 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BABY A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE..... | 1 | 41 | 1 | 0 | 19 | 19 |
| BABY ACE #1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE D..... | 1 | 41 | 1 | 0 | 6 | 6 |
| BABY ACE C..... | 1 | 41 | 1 | 0 | 3 | 3 |
| BABY ACE C/D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE D..... | 1 | 41 | 1 | 0 | 31 | 31 |
| BABY ACE DC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MOD CJ-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MOD D..... | 1 | 41 | 1 | 0 | 3 | 3 |
| BABY ACE MOD. D..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BABY ACE MOD-D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MODEL D..... | 1 | 41 | 1 | 0 | 4 | 4 |
| BABY BEAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY FLEET..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES..... | 1 | 41 | 1 | 0 | 58 | 58 |
| BABY GREAT LAKES B1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES R-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES S1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES-KI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LEKES..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY HORNET DX4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY LAKES..... | 1 | 41 | 1 | 0 | 20 | 20 |
| BABY LAKES BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY LAKES BL-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY PT-19..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BAGHDAD FURY DT MKII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAJA BUG..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUCE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DOUBLE DUCE..... | 2 | 41 | 1 | 0 | 4 | 4 |
| BAKENG DUCE..... | 2 | 41 | 1 | 0 | 39 | 39 |
| BAKENG DUCE FM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUCE MA1 MKII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUCE 1976-CZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUECE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG EB1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG-DUCE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BAKER REBEL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKER-T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BALDWIN SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BANDIDO JTM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BANDIT..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BANDIT 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BANTAM W-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BARCHFELD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BARNETT J4B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BARR KITFOX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BARRACUDA..... | 2 | 41 | 1 | 0 | 30 | 30 |
| BARRACUDA SBS..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BARRACUDA 300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BARRETT SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BARTOE SKYOTE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BASLEE / DR FOKKER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BATELEUR 2000..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BATHTUB MK REPLICA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BAUMER-HEATH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BA0Y GREAT LAKES..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BA14..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BB-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BBD 2B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BCA-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BC12-D-MS1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BD..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BD 4..... | 4 | 41 | 1 | 0 | 8 | 8 |
| BD 5..... | 1 | 41 | 1 | 0 | 3 | 3 |
| BD 5B..... | 1 | 41 | 1 | 0 | 4 | 4 |
| BD 5D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-2..... | 1 | 41 | 1 | 0 | 3 | 3 |
| BD-4..... | 1 | 41 | 1 | 0 | 118 | 118 |
| BD-4-T..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-4F..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-4K..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5..... | 1 | 41 | 1 | 0 | 26 | 26 |
| BD-5 MICRO MODEL B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5-B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| BD-5/B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5A..... | 1 | 41 | 1 | 0 | 6 | 6 |
| BD-5A-B..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-5B..... | 1 | 41 | 1 | 0 | 41 | 41 |
| BD-5J..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5W..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-8..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BD-9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BDL 1X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BDR V-8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BD4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BD4 AMPHIBIAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BD5..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD5 A&B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BD5-B..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BD5B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BEACHNER V8 SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BEAR A..... | 5 | 41 | 1 | 0 | 1 | 1 |
| BEARCAT..... | 1 | 41 | 1 | 0 | 4 | 4 |
| BEARCAT MW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BEAST OF EAST..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BEATS WALKIN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BEAVER..... | 2 | 41 | 1 | 0 | 2 | 2 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BEAVER RX 550 | 2 | 41 | 1 | 0 | 2 | 2 |
| BEAVER RX 650 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEAVER RX 650 DI | 2 | 41 | 1 | 0 | 1 | 1 |
| BEAVER RX-550 | 2 | 41 | 1 | 0 | 2 | 2 |
| BEAVER RX550 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEBE JOEL D-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| BECKER VP-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEDE BD-4 | 4 | 41 | 1 | 0 | 8 | 8 |
| BEDE BD-5 | 1 | 41 | 1 | 0 | 2 | 2 |
| BEDE BD-5A | 1 | 41 | 1 | 0 | 2 | 2 |
| BEDE BD-5B | 1 | 41 | 1 | 0 | 5 | 5 |
| BEDE FOUR | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE IV | 4 | 41 | 1 | 0 | 2 | 2 |
| BEDE V | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE 4 | 4 | 41 | 1 | 0 | 9 | 9 |
| BEDE 4 MOD A | 4 | 41 | 1 | 0 | 1 | 1 |
| BEDE 5 | 1 | 41 | 1 | 0 | 4 | 4 |
| BEDE 5 B | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE 5B | 1 | 41 | 1 | 0 | 4 | 4 |
| BEDE-4 | 4 | 41 | 1 | 0 | 6 | 6 |
| BEDE-5 | 1 | 41 | 1 | 0 | 7 | 7 |
| BEDE-5B | 1 | 41 | 1 | 0 | 3 | 3 |
| BEE | 1 | 41 | 1 | 0 | 2 | 2 |
| BEE 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BEESON BIPLANE BB-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEETS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| BELL FOKKER DR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BELL FW 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BELL/GLASAIR SH2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BENOIST MODEL B | 1 | 41 | 1 | 0 | 1 | 1 |
| BENSEN B-80 | 1 | 41 | 1 | 0 | 2 | 2 |
| BENSEN B80 | 1 | 41 | 1 | 0 | 1 | 1 |
| BENSON 791 | 1 | 41 | 1 | 0 | 1 | 1 |
| BERKUT | 2 | 41 | 1 | 0 | 1 | 1 |
| BERT RUTAN 97-M | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL CP-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BE2C REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| BF-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BF-85 | 2 | 41 | 1 | 0 | 1 | 1 |
| BFB-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BFS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BGL | 2 | 41 | 1 | 0 | 1 | 1 |
| BH 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BH-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| BI-PLANE | 1 | 41 | 1 | 0 | 3 | 3 |
| BI-PLANE SINGLE SEAT | 2 | 41 | 1 | 0 | 1 | 1 |
| BIBI PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| BIERLY KITFOX 2 | 2 | 41 | 1 | 0 | 1 | 1 |

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|-------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BIG L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIG MAX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BILL'S AIR CASTLE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BIPLANE..... | 1 | 41 | 1 | 0 | 14 | 14 |
| BIPLANE HL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BIPLANE WILLIE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPLANE 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN TL-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BIRDMAN TL-1A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BIRDMAN TLIA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN TL1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BISHOP-ACRO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BJ-1B DUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BJ'S SPORT B1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BL-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BLACK BIRD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLACK FALCO F8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BLACK MAGIC..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLATTER ADVANTAGE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLERIOT XI..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BLERIOT 11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLISS COMMANDO P-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLISS QUICKIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLOSSER VIP/COBRA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BLUE BOOK..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLUE SKY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BLUEHAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BM-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| BMP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BM12..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BM8 GRYOCOPIER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BNF..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOBCAT..... | 1 | 41 | 1 | 0 | 8 | 8 |
| BOBCAT SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOBCAT-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOEING/JONES 75..... | 2 | 41 | 1 | 0 | 16 | 16 |
| BOLINGBROKE MK IV..... | 4 | 51 | 2 | 0 | 2 | 2 |
| BONURA RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BONZO'S SPITFIRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOOMERANG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BOOTSTRAP B-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BORDEM FIGHTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOREDOM FIGHTER..... | 2 | 41 | 1 | 0 | 6 | 6 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BOREDOM FIGHTER M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOREDOM FIGHTER W-11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BOSELY KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BOWER RV 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| BOWERS BI-BABY | 1 | 41 | 1 | 0 | 3 | 3 |
| BOWERS FLAY BABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY | 1 | 41 | 1 | 0 | 18 | 18 |
| BOWERS FLY BABY IB | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY 1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY 1A | 1 | 41 | 1 | 0 | 12 | 12 |
| BOWERS FLY-BABY | 1 | 41 | 1 | 0 | 2 | 2 |
| BOWERS FLY-BABY A1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY | 1 | 41 | 1 | 0 | 8 | 8 |
| BOWERS FLYBABY A-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY A1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY IA | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY PETE | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY 1-A | 1 | 41 | 1 | 0 | 3 | 3 |
| BOWERS FLYBABY 1A | 1 | 41 | 1 | 0 | 12 | 12 |
| BOWERS FLYBABY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS 1B | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS 5S | 1 | 41 | 1 | 0 | 1 | 1 |
| BOXMOTH | 1 | 41 | 1 | 0 | 1 | 1 |
| BOYD GR-7 PANTHER | 1 | 41 | 1 | 0 | 1 | 1 |
| BPS | 2 | 41 | 1 | 0 | 1 | 1 |
| BRADFORD SEAHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY | 2 | 41 | 1 | 0 | 45 | 45 |
| BREEZY BYPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY CB-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY CVA | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY DDJ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY EB | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY GE-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY JF1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY PETE | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY PUSHER | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY R.L.U.-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RL-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RLU 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RLU-1 | 2 | 41 | 1 | 0 | 30 | 30 |
| BREEZY RLU-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RUL-1 | 2 | 41 | 1 | 0 | 5 | 5 |
| BREEZY SPECIAL HB69 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY TA-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 125 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1972-B | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1978 | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BREEZY-FWS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BRICE STITZ..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BRISTOL FIGHTER F2B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BRITT SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BROKAW VARIEZE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BROWN RACER (REP)B-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BROWNS SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BRUTIS..... | 3 | 41 | 1 | 0 | 1 | 1 |
| BRV6 STOL..... | 4 | 41 | 1 | 0 | 1 | 1 |
| BR1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BR270..... | 3 | 41 | 1 | 0 | 1 | 1 |
| BT-13A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BU 131..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BU 133..... | 1 | 41 | 1 | 0 | 4 | 4 |
| BU-133..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BU-180..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCANEER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCANEER XA 650..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER B2A 650..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER II..... | 2 | 41 | 1 | 0 | 8 | 8 |
| BUCCANEER II XA 650..... | 2 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER II XA650..... | 2 | 41 | 1 | 0 | 3 | 3 |
| BUCCANEER SX..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER SX 503..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER SX 530..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER XA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER XA 650..... | 2 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER XA-430..... | 1 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER XA650..... | 2 | 41 | 1 | 0 | 7 | 7 |
| BUCCANEER 2 PL-650..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKAROO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER BU-131..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGSMANN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER 1.131..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKEYE B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKSHOT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUDDY BABY LAKES..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUG BOOM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUHL-BULL PUP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BUKER 131..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BULLET TRIKE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BUM BEE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| BURCHINAL T33..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BURD I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| BURKE MUSTANG MIL..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BURKHART TUHOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| BURLESON ROCKET 532 | 1 | 41 | 1 | 0 | 1 | 1 |
| BURTCH-FIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSBY MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSBY MUSTANG II | 1 | 41 | 1 | 0 | 3 | 3 |
| BUSH HAWK | 4 | 41 | 1 | 0 | 1 | 1 |
| BUSH-HOPPER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY M II | 2 | 41 | 1 | 0 | 2 | 2 |
| BUSHBY MIDGET MM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MM-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| BUSHBY MMII | 2 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG | 2 | 41 | 1 | 0 | 2 | 2 |
| BUSHBY MUSTANG I | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG II | 2 | 41 | 1 | 0 | 43 | 43 |
| BUSHBY MUSTANG M II | 2 | 41 | 1 | 0 | 5 | 5 |
| BUSHBY MUSTANG M-II | 2 | 41 | 1 | 0 | 11 | 11 |
| BUSHBY MUSTANG M-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MII | 2 | 41 | 1 | 0 | 5 | 5 |
| BUSHBY MUSTANG MM-I | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MMII | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MM1 | 1 | 41 | 1 | 0 | 2 | 2 |
| BUSHBY MUSTANG M2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG-I | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG-II | 2 | 41 | 1 | 0 | 1 | 1 |
| BUSHMASTER | 1 | 41 | 1 | 0 | 4 | 4 |
| BUSHMASTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| BUTT ALPHA | 2 | 41 | 1 | 0 | 1 | 1 |
| BU133 | 1 | 41 | 1 | 0 | 2 | 2 |
| BU133L | 1 | 41 | 1 | 0 | 1 | 1 |
| BU133S | 2 | 41 | 1 | 0 | 1 | 1 |
| BV-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BW-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BWM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BX 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| BX-2001 | 2 | 41 | 1 | 0 | 1 | 1 |
| BYERS VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| BZR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| B1-RD | 1 | 41 | 1 | 0 | 3 | 3 |
| B1-RD AB | 2 | 41 | 1 | 0 | 1 | 1 |
| B17E | 5 | 41 | 1 | 0 | 1 | 1 |
| B2-RD | 1 | 41 | 1 | 0 | 2 | 2 |
| B2A 650 | 2 | 41 | 1 | 0 | 1 | 1 |
| B75N1 | 2 | 41 | 1 | 0 | 1 | 1 |
| B8-DB | 1 | 41 | 1 | 0 | 1 | 1 |
| C | 1 | 41 | 1 | 0 | 19 | 19 |

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|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| C AVID FLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| C G S HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| C G S HAWK-B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| C MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| C W CHAMP 7AC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| C W CHAMP-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C.A.S.A. 1.131..... | 1 | 41 | 1 | 0 | 30 | 30 |
| C.H.-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C.P.750-BERYL | 2 | 41 | 1 | 0 | 1 | 1 |
| C.W. CHAMP 7AC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| C-D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| C-II-M | 1 | 41 | 1 | 0 | 1 | 1 |
| C-1..... | 1 | 41 | 1 | 0 | 5 | 5 |
| C-1 FLYER | 1 | 41 | 1 | 0 | 1 | 1 |
| C-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-121 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-85 | 1 | 41 | 1 | 0 | 1 | 1 |
| CA 65..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CA.65-SKY-FLY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CA-61 | 2 | 41 | 1 | 0 | 1 | 1 |
| CA-61 MINI ACE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CA-65..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CA-65A | 2 | 41 | 1 | 0 | 1 | 1 |
| CALAVAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CALVERT P-51..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CALVIN DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| CALYPSO..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CAM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAMAIR C-2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CAMP PITTS S1S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CANARD C3A | 2 | 41 | 1 | 0 | 1 | 1 |
| CANARY HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| CANGIE WC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CAPELLA CLASSIC | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA SX FW265CTD | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA TD | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA XS | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPTAIN II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPTAIN-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPUTO RAGWING RNS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CARLSON SPARROW II | 2 | 41 | 1 | 0 | 1 | 1 |
| CARRERA 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| CARTER B-8M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CARTIER HARRYHOUDINI | 1 | 41 | 1 | 0 | 1 | 1 |
| CASA 1-131-E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CASSUETT | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT..... | 1 | 41 | 1 | 0 | 17 | 17 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CASSUTT CJS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT DH2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT FORMULA V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT II M..... | 1 | 41 | 1 | 0 | 3 | 3 |
| CASSUTT III..... | 1 | 41 | 1 | 0 | 4 | 4 |
| CASSUTT III A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III L..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III M..... | 1 | 41 | 1 | 0 | 39 | 39 |
| CASSUTT III M 125..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III M 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III MOD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III SPTRACER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III-D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III-M..... | 1 | 41 | 1 | 0 | 5 | 5 |
| CASSUTT IIIM..... | 1 | 41 | 1 | 0 | 13 | 13 |
| CASSUTT M-II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT MOD III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT MODCASS-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT RACER..... | 1 | 41 | 1 | 0 | 3 | 3 |
| CASSUTT RACER II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT RACER 111M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPECIAL..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CASSUTT SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORT III M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORTER M II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 111 M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 111-M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 111M..... | 1 | 41 | 1 | 0 | 9 | 9 |
| CASSUTT 3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 3M..... | 1 | 41 | 1 | 0 | 6 | 6 |
| CASSUTT-III M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-IIIM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-111M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-3M..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CAST-AIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CASTLEN GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAUDRON G-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CAVALIER SA 102 5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA 102.5..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CAVALIER SA 105..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA-102..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CAVALIER SA-102.5..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CAVALIER SA-102-5EM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA-105..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA102.5..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CAVALIER 102 5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER 102.5..... | 2 | 41 | 1 | 0 | 5 | 5 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CAVALIER 1970..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CAYUSE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CA61..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CA61 MINI ACE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CA61-F..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CA65..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CB SCOUT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CB-001-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CB-1..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CCW-5..... | 1 | 51 | 2 | 0 | 1 | 1 |
| CD 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CE 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CELEBRITY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CELEBRITY MNI STRMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CELERITY..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CENTERWING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CESSNA BECK/120..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F152..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CF-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CF-4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CFM STREAK SHADOW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CG-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK..... | 1 | 41 | 1 | 0 | 35 | 35 |
| CGS HAWK A..... | 1 | 41 | 1 | 0 | 10 | 10 |
| CGS HAWK B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CGS HAWK MOD A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK MODEL A..... | 1 | 41 | 1 | 0 | 3 | 3 |
| CGS HAWK MODEL B..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CGS HAWK-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS-HAWK-A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CG3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH II CW SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH 701..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CH 701 S T O L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH 701/U..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH-3 SUPERFUN..... | 3 | 41 | 1 | 0 | 1 | 1 |
| CH-300 ZENITH..... | 3 | 41 | 1 | 0 | 1 | 1 |
| CH-701..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CHALLENGER..... | 2 | 41 | 1 | 0 | 18 | 18 |
| CHALLENGER CW II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER I..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CHALLENGER II..... | 2 | 41 | 1 | 0 | 121 | 121 |
| CHALLENGER II CW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER II SPEC..... | 2 | 41 | 1 | 0 | 25 | 25 |
| CHALLENGER II SPECL..... | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CHALLENGER II STD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER SPEC..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CHALLENGER SPEC II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER 2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| CHALLNEGER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHAMPION JUPITER B-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHAPMAN RV 4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHARGER MA-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHATTERS WAGABOND..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHECKMATE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHICKEN PLUCKER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHIPAWA II FP-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHOTIA-460..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHOUEST EAGLE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRIS TENA MINICOUPE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRISTAVIA MK I..... | 2 | 41 | 1 | 0 | 6 | 6 |
| CHRISTAVIA MK 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIA MK 4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIA MK-I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIA MK-1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTAVIA MK1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTAVIA SS-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIAMK I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTEN EAGLE..... | 1 | 41 | 1 | 0 | 15 | 15 |
| CHRISTEN EAGLE II..... | 2 | 41 | 1 | 0 | 232 | 232 |
| CHRISTEN EAGLE-I..... | 1 | 41 | 1 | 0 | 3 | 3 |
| CHRISTEN EAGLE-I..... | 2 | 41 | 1 | 0 | 17 | 17 |
| CHRISTEN EAGLE-II SE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTEN EAGLEII..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTEN II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTENA MINI COUPE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRISTENA MINICOUPE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRISTENNA MINICOUPE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHRISTIAN EAGLE II..... | 1 | 41 | 1 | 0 | 22 | 22 |
| CHRISTINA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHUJIAO 6..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHUM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CHUPA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHURCH MIDWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CHURCH MIDWING JC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CH2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CH250..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CH600 ZODIAC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CICIDA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CIRCA NIEUPORT II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CIRRUS..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CIRRUS C30..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CIRRUS VK 30..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CIRRUS VK-30..... | 5 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CJ 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ 1 STARLET | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CJ1 STARLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ2V | 1 | 41 | 1 | 0 | 1 | 1 |
| CK 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CL-601-2A12..... | 21 | 51 | 2 | 0 | 3 | 3 |
| CLARK SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CLASSIC..... | 2 | 41 | 1 | 0 | 5 | 5 |
| CLASSIC FISHER BI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLAYTON SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLEARY CL-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CLEONE MARKWELL MK1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CLICK GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIMAX I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLINE EAGLE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIP WING CUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIP WING DART..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIPPED WING CUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIPPED-WING CUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIPPER..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CLOUD BUSTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLOUD DANCER JENNY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CLOUD DANCER JN 4DII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CLOUD NINE..... | 4 | 41 | 1 | 0 | 1 | 1 |
| CLOUDBUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CLOUDHAWK..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CM-44B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CMI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CMNWEALTH BOOMERANG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CM2G1-S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CO-Z..... | 3 | 41 | 1 | 0 | 1 | 1 |
| CO-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COBRA..... | 1 | 41 | 1 | 0 | 3 | 3 |
| COBRA HP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| COBRA VIP..... | 1 | 41 | 1 | 0 | 2 | 2 |
| COCKATOO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COLLIER AMBASSADOR-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COMMUTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COMPETITOR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COMPETITOR-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CONDER III + 2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| CONDOR II..... | 1 | 41 | 1 | 0 | 7 | 7 |
| CONDOR III..... | 2 | 41 | 1 | 0 | 6 | 6 |
| CONDOR III + II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III + 2..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CONDOR III + 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III & II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III 500..... | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—Piston
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CONDOR III+II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| CONDOR III+2 | 2 | 41 | 1 | 0 | 4 | 4 |
| CONDOR III+2 500..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR 3-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONOVER SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONSOLIDATED VUL L5..... | 10 | 51 | 4 | 0 | 1 | 1 |
| CONTIPLANE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CONTROLWING GS10..... | 1 | 41 | 1 | 0 | 1 | 1 |
| COOPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT A | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT A..... | 2 | 41 | 1 | 0 | 4 | 4 |
| COOT A-AMPHIB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT-A..... | 2 | 41 | 1 | 0 | 11 | 11 |
| COOT-A AMPHIBIAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT-AMPHIBIAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN D | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE HP-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE JR E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN BABY ACE..... | 1 | 41 | 1 | 0 | 3 | 3 |
| CORBEN BABY ACE C | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN BABY ACE C..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CORBEN BABY ACE D..... | 1 | 41 | 1 | 0 | 4 | 4 |
| CORBEN BABY ACE E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR ACE..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CORBEN JR ACE E..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CORBEN JR ACE-E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR MODEL E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR. ACE E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JUNIOR ACE..... | 1 | 41 | 1 | 0 | 4 | 4 |
| CORBEN JUNIOR ACE E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN SUPER ACE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN SUPER ACE FB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBIN ACE MODEL D | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBIN BABY ACE..... | 1 | 41 | 1 | 0 | 4 | 4 |
| CORBIN BABY ACE D..... | 1 | 41 | 1 | 0 | 2 | 2 |
| CORBIN HUNTER JR ACE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JR ACE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JR ACE-E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JR. ACE MOD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JUNIOR ACE E..... | 2 | 41 | 1 | 0 | 3 | 3 |
| CORBY CJ-1 STARLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBYS CJ1 STARLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR F-4U-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR F4U..... | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMAN MODEL 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMIC WIND..... | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMOS PROFIL 19..... | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| COUGAR | 1 | 41 | 1 | 0 | 11 | 11 |
| COUGAR FW | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR G.U.D.-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR I | 2 | 41 | 1 | 0 | 3 | 3 |
| COUGAR MGE-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR SBS | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR TY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR WIND-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR 1 | 1 | 41 | 1 | 0 | 8 | 8 |
| COUGAR-TAILWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| COUGER | 2 | 41 | 1 | 0 | 1 | 1 |
| COUIRER S-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| COURTNEY TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| COYOTE 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| COYOTE 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| COZY | 3 | 41 | 1 | 0 | 44 | 44 |
| COZY CUB | 4 | 41 | 1 | 0 | 1 | 1 |
| COZY LONG EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| COZY MARK IV | 4 | 41 | 1 | 0 | 1 | 1 |
| COZY 3 PLACE | 3 | 41 | 1 | 0 | 1 | 1 |
| CP 301 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-30 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-301 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-301-A | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-301A | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-304 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-304A | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-305 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-311 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP301 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP328 SUPER EMERAUDE | 2 | 41 | 1 | 0 | 1 | 1 |
| CR 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CRAUSBY RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| CREED SPECIAL T | 2 | 41 | 1 | 0 | 1 | 1 |
| CRI-CRI MC-15 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRICKET MC-12 | 1 | 51 | 2 | 0 | 6 | 6 |
| CRICKET MC-15 | 1 | 51 | 2 | 0 | 1 | 1 |
| CRICRI MC-22 | 1 | 41 | 1 | 0 | 2 | 2 |
| CRIS-TENA | 1 | 41 | 1 | 0 | 1 | 1 |
| CRITES CURTIS D-8 90 | 1 | 41 | 1 | 0 | 1 | 1 |
| CROCKODILE | 1 | 41 | 1 | 0 | 1 | 1 |
| CROSS COUNTRY COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| CRS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRUISER MOD-24 | 1 | 41 | 1 | 0 | 1 | 1 |
| CS#2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CTO | 3 | 41 | 1 | 0 | 1 | 1 |
| CU-LITE | 2 | 51 | 2 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| CU-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY | 2 | 41 | 1 | 0 | 21 | 21 |
| CUBY ACRO TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY II | 2 | 41 | 1 | 0 | 2 | 2 |
| CUBY L21B-135 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY MODEL-B | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY OBSERVER | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY PA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY SPORT TRAINER | 2 | 41 | 1 | 0 | 6 | 6 |
| CUBY SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY STANDARD | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY WAG-A-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| CURRIE WOT | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTIS A-1 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTIS JENNY | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTIS WRIGHT JR | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTIS-LADYBIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS D | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS JN REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS JUNE BUG | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS P-40N | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS PUSHER | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS PUSHER E8-90 | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTISS P40 | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTISS-SENIOR 1933 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUSTOM | 3 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC | 2 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC CA-65 | 2 | 41 | 1 | 0 | 2 | 2 |
| CVJETKOVIC CA65 | 2 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC-CA-65 | 1 | 41 | 1 | 0 | 1 | 1 |
| CW JR REPLICA MOD | 1 | 41 | 1 | 0 | 1 | 1 |
| CW-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CW-1 REP. | 2 | 41 | 1 | 0 | 1 | 1 |
| CW-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CYCLONE | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET | 2 | 41 | 1 | 0 | 4 | 4 |
| CYGNET SF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET SF-2A | 2 | 41 | 1 | 0 | 4 | 4 |
| CYGNET SF2A | 2 | 41 | 1 | 0 | 2 | 2 |
| CYGNET 2F-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| C1A | 1 | 41 | 1 | 0 | 1 | 1 |
| C1C | 1 | 41 | 1 | 0 | 1 | 1 |
| C107P | 2 | 41 | 1 | 0 | 1 | 1 |
| C111M | 1 | 41 | 1 | 0 | 1 | 1 |
| C217 | 2 | 41 | 1 | 0 | 1 | 1 |
| C65 | 1 | 41 | 1 | 0 | 1 | 1 |
| D | 1 | 41 | 1 | 0 | 40 | 40 |
| D R W | 1 | 41 | 1 | 0 | 1 | 1 |
| D VII | 1 | 41 | 1 | 0 | 1 | 1 |
| D&D SPECIAL D-1 | 2 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| D-III REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| D-VIII | 1 | 41 | 1 | 0 | 1 | 1 |
| D-1 | 4 | 41 | 1 | 0 | 5 | 5 |
| D-11 | 1 | 41 | 1 | 0 | 5 | 5 |
| D-11S | 2 | 41 | 1 | 0 | 1 | 1 |
| D-2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| D-201 SPORT WING | 2 | 41 | 1 | 0 | 1 | 1 |
| D-260 | 2 | 41 | 1 | 0 | 6 | 6 |
| D-45 | 1 | 41 | 1 | 0 | 2 | 2 |
| D-7 | 1 | 41 | 1 | 0 | 3 | 3 |
| D-9 | 1 | 41 | 1 | 0 | 9 | 9 |
| D-9FG | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| DA-2A | 2 | 41 | 1 | 0 | 8 | 8 |
| DA-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-5A | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-6 | 4 | 41 | 1 | 0 | 1 | 1 |
| DA-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| DA-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| DAB-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| DAGGER | 1 | 41 | 1 | 0 | 1 | 1 |
| DAL 1 | 2 | 41 | 1 | 0 | 2 | 2 |
| DAL-1 | 2 | 41 | 1 | 0 | 5 | 5 |
| DAPHNE | 2 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD 1A | 2 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD-1A | 2 | 41 | 1 | 0 | 3 | 3 |
| DAPHNE SD-1AM | 1 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD1A | 2 | 41 | 1 | 0 | 4 | 4 |
| DARST EUGENE | 1 | 41 | 1 | 0 | 1 | 1 |
| DART ULA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DAUNTLESS | 1 | 41 | 1 | 0 | 1 | 1 |
| DAUNTLESS II | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS D-1S | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-2A | 1 | 41 | 1 | 0 | 14 | 14 |
| DAVIS DA-2B | 2 | 41 | 1 | 0 | 3 | 3 |
| DAVIS DA-2C | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-3 | 4 | 41 | 1 | 0 | 2 | 2 |
| DAVIS DA2A | 2 | 41 | 1 | 0 | 4 | 4 |
| DAVIS DA2B | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS KITFOX II | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS SH-G III | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS SH-G1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS T-33 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS-DA-2-A | 2 | 41 | 1 | 0 | 1 | 1 |
| DAWN CRACKER | 2 | 41 | 1 | 0 | 1 | 1 |
| DAWSON HATZ | 2 | 41 | 1 | 0 | 1 | 1 |
| DAYDREAM | 1 | 41 | 1 | 0 | 1 | 1 |
| DA4-B | 4 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DA5-A | 1 | 41 | 1 | 0 | 1 | 1 |
| DA5AS | 1 | 41 | 1 | 0 | 1 | 1 |
| DB SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| DBL AIRPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| DB2 | 3 | 41 | 1 | 0 | 1 | 1 |
| DCL-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DCO 65 | 2 | 41 | 1 | 0 | 1 | 1 |
| DCV | 2 | 41 | 1 | 0 | 1 | 1 |
| DD-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DDT | 2 | 41 | 1 | 0 | 1 | 1 |
| DEAN COZY | 3 | 41 | 1 | 0 | 1 | 1 |
| DEARDORFF SPECIAL | 3 | 41 | 1 | 0 | 1 | 1 |
| DEFIANT | 4 | 51 | 2 | 0 | 9 | 9 |
| DEFIANT (KELLER) | 4 | 51 | 2 | 0 | 1 | 1 |
| DEHAVILLAND DHC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DEHAVILLAND DH5 | 1 | 41 | 1 | 0 | 1 | 1 |
| DEHAVILLAND DRGNFLY | 1 | 51 | 2 | 0 | 1 | 1 |
| DELTA HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| DELTA JD-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| DELTA-STINGRAY | 1 | 41 | 1 | 0 | 1 | 1 |
| DEMOISELLE | 1 | 41 | 1 | 0 | 1 | 1 |
| DEMOISELLE MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| DEMPSEY SX300 | 2 | 41 | 1 | 0 | 1 | 1 |
| DENALI | 4 | 41 | 1 | 0 | 1 | 1 |
| DENNEY KITFOX | 2 | 41 | 1 | 0 | 2 | 2 |
| DENNING EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| DENNIS KITFOX | 2 | 41 | 1 | 0 | 1 | 1 |
| DENNY II | 2 | 41 | 1 | 0 | 1 | 1 |
| DEPERDUSSSEN REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| DEPERDUSSIN | 1 | 41 | 1 | 0 | 1 | 1 |
| DEPERDUSSIN GB 1913 | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAEGER D XII | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAGER | 1 | 41 | 1 | 0 | 4 | 4 |
| DER JAGER D IX | 1 | 41 | 1 | 0 | 3 | 3 |
| DER JAGER D-IX | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAGER DIX | 1 | 41 | 1 | 0 | 3 | 3 |
| DER JAGER DIX WW 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DER KRICKET | 1 | 41 | 1 | 0 | 3 | 3 |
| DER KRICKET DK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DERJAGER D IX | 1 | 41 | 1 | 0 | 1 | 1 |
| DETRICK DA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DETRICK DA-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| DEVER FIREFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| DEVIOUS | 2 | 41 | 1 | 0 | 1 | 1 |
| DF-7 | 1 | 41 | 1 | 0 | 2 | 2 |
| DF-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| DFA | 1 | 41 | 1 | 0 | 1 | 1 |
| DF290 | 2 | 41 | 1 | 0 | 1 | 1 |
| DF9 | 1 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DG-1..... | 1 | 51 | 2 | 0 | 2 | 2 |
| DGA-6..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DGA1-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DH 82A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DH-4M2A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DH-82A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DHC-2 MK 1..... | 8 | 41 | 1 | 0 | 1 | 1 |
| DIAMANT..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DIAMOND..... | 1 | 41 | 1 | 0 | 2 | 2 |
| DIEHL XTC..... | 1 | 41 | 1 | 0 | 4 | 4 |
| DISCOVERY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DISCOVERY-360..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DJ-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DK-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DK-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DKE SKYBOLT-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DKV..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DLC1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DN-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DO 27 A..... | 5 | 41 | 1 | 0 | 1 | 1 |
| DO 27 A1..... | 8 | 41 | 1 | 0 | 2 | 2 |
| DO 27 A5..... | 8 | 41 | 1 | 0 | 1 | 1 |
| DO 27 B1..... | 8 | 41 | 1 | 0 | 2 | 2 |
| DO 27 B5..... | 8 | 41 | 1 | 0 | 2 | 2 |
| DODGE COBRA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DODGE KITFOX III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DOE-GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DOLL PITTS S1S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DOLPHIN..... | 2 | 41 | 1 | 0 | 4 | 4 |
| DOLPHIN I..... | 6 | 51 | 2 | 0 | 1 | 1 |
| DONKEY-MODEL A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DOOHICKEY MOD. A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY BATH TUB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY BATHTUB..... | 1 | 41 | 1 | 0 | 2 | 2 |
| DORMOY BATHTUB M.K..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY FLYINGBATHTUB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DOT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DOUBLE EAGLE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| DOUGE BUBE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DPH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DQ2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DR 1 FOKKER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR 277..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR 532..... | 1 | 41 | 1 | 0 | 3 | 3 |
| DR.1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| DR-503..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DRAFONFLY MARK II..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DRAG-N-FLY CT-TF | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGON FLY | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGON FLY-B | 1 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY | 2 | 41 | 1 | 0 | 137 | 137 |
| DRAGONFLY DF-1-MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY II | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MARK II | 2 | 41 | 1 | 0 | 4 | 4 |
| DRAGONFLY MARK 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MK I | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MK II | 2 | 41 | 1 | 0 | 9 | 9 |
| DRAGONFLY MK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY SP | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY-MARK II | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAKE | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER | 1 | 41 | 1 | 0 | 5 | 5 |
| DRIFTER DR 277 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER DR 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER MU 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER MU 532 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER MU532 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER XP | 1 | 41 | 1 | 0 | 2 | 2 |
| DRIFTER XP 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER XP-503 | 2 | 41 | 1 | 0 | 4 | 4 |
| DRIFTER XP503 | 1 | 41 | 1 | 0 | 7 | 7 |
| DRIFTER 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER 532 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER-HP | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER-XP | 2 | 41 | 1 | 0 | 3 | 3 |
| DRUCKMAN 101 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRUCKMAN 102 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRUINE TURBULENT | 1 | 41 | 1 | 0 | 1 | 1 |
| DRX-103B | 1 | 41 | 1 | 0 | 1 | 1 |
| DS | 2 | 41 | 1 | 0 | 1 | 1 |
| DS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA | 1 | 41 | 1 | 0 | 4 | 4 |
| DSA MINIPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| DSA-M3 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-1 | 1 | 41 | 1 | 0 | 75 | 75 |
| DSA-1 MINI PLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| DSA-1-G | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSK NOMAD DS-26B | 1 | 41 | 1 | 0 | 1 | 1 |
| DUALSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| DUCE | 2 | 41 | 1 | 0 | 2 | 2 |
| DUFLUNKEE CUB | 4 | 41 | 1 | 0 | 1 | 1 |
| DUKE D-18 | 1 | 41 | 1 | 0 | 1 | 1 |
| DUNCAN AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| DUNCAN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| DUNN PIXIE | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| DURAND MARK V | 2 | 41 | 1 | 0 | 1 | 1 |
| DURAND MK V..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DURAND V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| DURL-E-AIRE BD-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DURLEY SCOOTER | 2 | 41 | 1 | 0 | 1 | 1 |
| DUSTER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| DX 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DY-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA HH2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JD-2..... | 4 | 41 | 1 | 0 | 16 | 16 |
| DYKE DELTA JD-2A..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JDII..... | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JD2..... | 4 | 41 | 1 | 0 | 2 | 2 |
| D1-M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| D2 S6..... | 6 | 41 | 1 | 0 | 1 | 1 |
| D200 | 4 | 41 | 1 | 0 | 2 | 2 |
| D26..... | 1 | 41 | 1 | 0 | 1 | 1 |
| D3A 99..... | 2 | 41 | 1 | 0 | 1 | 1 |
| D3G..... | 2 | 41 | 1 | 0 | 1 | 1 |
| D9R1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| E..... | 2 | 41 | 1 | 0 | 3 | 3 |
| E III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| E.A.A. ACROSPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| E.A.A. BIPLANE P-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| E.A.A. SPORT MDL. P..... | 1 | 41 | 1 | 0 | 1 | 1 |
| E&P SPECIAL..... | 1 | 41 | 1 | 0 | 2 | 2 |
| E-RACER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| E-1..... | 3 | 41 | 1 | 0 | 1 | 1 |
| E-75..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EA 230..... | 1 | 41 | 1 | 0 | 6 | 6 |
| EA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA ACRO II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EAA ACRO SPORT..... | 1 | 41 | 1 | 0 | 12 | 12 |
| EAA ACRO SPORT II..... | 2 | 41 | 1 | 0 | 5 | 5 |
| EAA ACRO-SPORT..... | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA ACRO-SPORT P-8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA ACROSPORT..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EAA ACROSPORT-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BI-PLANE | 1 | 41 | 1 | 0 | 4 | 4 |
| EAA BI-PLANE P2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLAME..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE..... | 1 | 41 | 1 | 0 | 29 | 29 |
| EAA BIPLANE B1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE MOD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE MOD P | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE MODEL P..... | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA BIPLANE P..... | 1 | 41 | 1 | 0 | 4 | 4 |
| EAA BIPLANE P 2..... | 1 | 41 | 1 | 0 | 1 | 1 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| EAA BIPLANE P-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EAA BIPLANE P-2..... | 1 | 41 | 1 | 0 | 16 | 16 |
| EAA BIPLANE P-2S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P-2X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA BIPLANE P1-M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P2..... | 1 | 41 | 1 | 0 | 5 | 5 |
| EAA BIPLANE 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE-P..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANEP-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA B1-PLANE P-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA MOD M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA MODEL P..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P-2 BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P2 BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPORT BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPORT BIPLANE P2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SUPER ACRO SPORT..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EAA-BIPLANE HK-SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAABIPLANE P2M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAC 10..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE II..... | 2 | 41 | 1 | 0 | 5 | 5 |
| EAGLE R7..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE XL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 086..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 2 PLACE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 2-PLACE..... | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLE-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EARLY BIRD JENNY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EDELWEISS RD03C..... | 4 | 41 | 1 | 0 | 1 | 1 |
| EF-1..... | 4 | 41 | 1 | 0 | 1 | 1 |
| EGG 300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EHW-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPER Q/S MXII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER FORMANCE MXII..... | 2 | 41 | 1 | 0 | 2 | 2 |
| EIPPER GS 400S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT 280C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT 400..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT 400S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT-400..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GTS 400..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EIPPER GT280C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT400..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT400S..... | 1 | 41 | 1 | 0 | 1 | 1 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| EIPPER MX..... | 1 | 41 | 1 | 0 | 5 | 5 |
| EIPPER MX II..... | 2 | 41 | 1 | 0 | 16 | 16 |
| EIPPER MX SUPER..... | 1 | 41 | 1 | 0 | 5 | 5 |
| EIPPER MXII A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXL II..... | 2 | 41 | 1 | 0 | 5 | 5 |
| EIPPER MXL-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXLII HP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX2 1815..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX2L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER QUICKSLVR MXL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER-COREY MX II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER/CURTISS MXL-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPERMX2QUICKSILVER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EL BUTEO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EL CAMINO 70-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EL GRINGO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ELG D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ELLIS PITTS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EMERALD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE..... | 2 | 41 | 1 | 0 | 9 | 9 |
| EMERAUDE CP 301..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP 301A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-300A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-301..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-301A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-305A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-310..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-311..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP301..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP328/150..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE 301..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE 328..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE 301-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ENGLISH DRIFTERXP503..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ENGLISH-HATZ CB-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EOS/001..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EP 9..... | 6 | 41 | 1 | 0 | 1 | 1 |
| ERCOUPE 415-CD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ES 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ESP WILD GOOSE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ESPERANZA 4..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ESPRIT S2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ETRICH TAUBE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EVANS V.P. II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EVANS VOLKSPLANE II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| EVANS VOLKSPLANE VP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE VP1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE WS1..... | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| EVANS VP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| EVANS VP 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-II..... | 2 | 41 | 1 | 0 | 3 | 3 |
| EVANS VP-1..... | 1 | 41 | 1 | 0 | 38 | 38 |
| EVANS VP-1 DB-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-1 15C0S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-2..... | 2 | 41 | 1 | 0 | 14 | 14 |
| EVANS VPI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| EVANS VP1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS WE-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| EWERT 02..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EXCELSIOR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL..... | 1 | 41 | 1 | 0 | 4 | 4 |
| EXPERIMENTAL KR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL RB-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL S.E.L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL 1DG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPLORER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPRESS..... | 4 | 41 | 1 | 0 | 2 | 2 |
| EXTRA LONG-EZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EZ BREEZE 100..... | 2 | 41 | 1 | 0 | 1 | 1 |
| EZ-T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| E3B..... | 1 | 41 | 1 | 0 | 10 | 10 |
| E50..... | 6 | 51 | 2 | 0 | 1 | 1 |
| E75L300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F.E.8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F.R.E.D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| F.1 CAMEL..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F.8L FALCO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F-1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| F-10..... | 1 | 41 | 1 | 0 | 2 | 2 |
| F-11..... | 3 | 41 | 1 | 0 | 4 | 4 |
| F-12..... | 4 | 41 | 1 | 0 | 3 | 3 |
| F-13..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F-22..... | 2 | 41 | 1 | 0 | 5 | 5 |
| F-9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FA 01..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FAIRCHILD F-22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCO..... | 2 | 41 | 1 | 0 | 4 | 4 |
| FALCO F 8L..... | 2 | 41 | 1 | 0 | 3 | 3 |
| FALCO F.8L..... | 1 | 41 | 1 | 0 | 3 | 3 |
| FALCO F8..... | 2 | 41 | 1 | 0 | 2 | 2 |
| FALCO F8L..... | 2 | 41 | 1 | 0 | 10 | 10 |
| FALCOMAR F-9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON..... | 1 | 41 | 1 | 0 | 5 | 5 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FALCON A | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON AVENGER | 2 | 51 | 2 | 0 | 1 | 1 |
| FALCON SPECIAL S/R | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON X-9 B | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XC | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XP | 2 | 41 | 1 | 0 | 68 | 68 |
| FALCON XP-B | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON-XP | 2 | 41 | 1 | 0 | 26 | 26 |
| FALCONAR F-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCONAR F-11 | 2 | 41 | 1 | 0 | 2 | 2 |
| FALCONAR F-12 | 2 | 41 | 1 | 0 | 2 | 2 |
| FALCONAR F12 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCONAR F9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCONAR SUPER 14 | 3 | 41 | 1 | 0 | 1 | 1 |
| FALCONOR F-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FAMILY FUN | 4 | 41 | 1 | 0 | 1 | 1 |
| FAMILY SPECIAL | 4 | 41 | 1 | 0 | 1 | 1 |
| FANTASY | 1 | 41 | 1 | 0 | 1 | 1 |
| FANTASY I | 2 | 41 | 1 | 0 | 1 | 1 |
| FARINA RF-1 FRIGATE | 1 | 41 | 1 | 0 | 1 | 1 |
| FATBAT | 2 | 41 | 1 | 0 | 1 | 1 |
| FB-1 AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| FB-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| FC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FERGY II | 2 | 41 | 1 | 0 | 1 | 1 |
| FHU CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| FH1-SUPER TWIN | 2 | 51 | 2 | 0 | 1 | 1 |
| FI-156-C1 | 2 | 41 | 1 | 0 | 2 | 2 |
| FIAT G-46-B | 2 | 41 | 1 | 0 | 1 | 1 |
| FIBAIR 109 | 1 | 41 | 1 | 0 | 1 | 1 |
| FIBERBIRD XP1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FIELDS STEEN SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| FIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| FIKE D | 2 | 41 | 1 | 0 | 1 | 1 |
| FIREBIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| FIREBOLT | 2 | 41 | 1 | 0 | 2 | 2 |
| FIREBOLT MODEL C | 2 | 41 | 1 | 0 | 2 | 2 |
| FIREFLY | 2 | 41 | 1 | 0 | 2 | 2 |
| FIRESTAR | 1 | 41 | 1 | 0 | 2 | 2 |
| FISHER | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER CELEBRITY | 2 | 41 | 1 | 0 | 1 | 1 |
| FISHER CLASSIC | 2 | 41 | 1 | 0 | 6 | 6 |
| FISHER FP 202 KCALA | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP 303 | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP 404 | 1 | 41 | 1 | 0 | 2 | 2 |
| FISHER FP 404 EX | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP 404 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP-404M | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FISHER FP101 | 1 | 41 | 1 | 0 | 2 | 2 |
| FISHER SUPER KOALA | 1 | 41 | 1 | 0 | 2 | 2 |
| FISHER 1985 | 2 | 51 | 2 | 0 | 1 | 1 |
| FISHER 404 | 1 | 41 | 1 | 0 | 2 | 2 |
| FISHER 404 CLASSIC | 2 | 41 | 1 | 0 | 1 | 1 |
| FK 1 STOL | 2 | 41 | 1 | 0 | 1 | 1 |
| FK2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FL | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLER SCOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR SCOOTER | 1 | 41 | 1 | 0 | 5 | 5 |
| FLAGLOR SCOOTER DSA | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR SCOOTER 57 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR-SCOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| FLEET 16B | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET-BOLLINGER | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSAIL VII | 2 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTAR | 1 | 41 | 1 | 0 | 2 | 2 |
| FLIGHTSTAR FS21000 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTAR MC | 1 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTER 2 PLACE | 2 | 41 | 1 | 0 | 1 | 1 |
| FLUT-R-BUG SA5A | 2 | 41 | 1 | 0 | 1 | 1 |
| FLUT-R-BUG SA6B | 2 | 41 | 1 | 0 | 2 | 2 |
| FLUTER BUG SA6B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY BABY | 1 | 41 | 1 | 0 | 22 | 22 |
| FLY BABY I | 1 | 41 | 1 | 0 | 2 | 2 |
| FLY BABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY BABY 1-A | 1 | 41 | 1 | 0 | 9 | 9 |
| FLY BABY 1A | 1 | 41 | 1 | 0 | 12 | 12 |
| FLY BABY 1B | 1 | 41 | 1 | 0 | 2 | 2 |
| FLY BABY 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-BABY | 1 | 41 | 1 | 0 | 3 | 3 |
| FLY-BABY 1A | 1 | 41 | 1 | 0 | 4 | 4 |
| FLY-BABY 1B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-BABY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-B1 BABY | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY | 1 | 41 | 1 | 0 | 14 | 14 |
| FLYBABY BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY MODEL 1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1-A | 1 | 41 | 1 | 0 | 7 | 7 |
| FLYBABY 1-B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1A | 1 | 41 | 1 | 0 | 12 | 12 |
| FLYBABY 1AF | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBIKE | 1 | 41 | 1 | 0 | 2 | 2 |
| FLYER H | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYER 10 | 2 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FLYING BATHTUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FLYING BOAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYING DUTCHMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYING PLANK II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCK-WULF-190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW 190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW-190 A8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF FW 190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF FW190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF 190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOGARTY PITTS S1SEW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOK-DRI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D VII..... | 1 | 41 | 1 | 0 | 3 | 3 |
| FOKKER D-VII REPLICAS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-V11/2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-7 REPLICAS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR 1 REPLICAS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR.1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-I..... | 1 | 41 | 1 | 0 | 4 | 4 |
| FOKKER DR-I-TRI-PLAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-1..... | 1 | 41 | 1 | 0 | 8 | 8 |
| FOKKER DR-1 REPLICAS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-1 TRIPLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| FOKKER DR1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR1 REPLICAS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR1 TRIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER E III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER F-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER F1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER TRIPLANE DR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER TRIPLANE DR1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER VII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FOLKER DR-1 TRIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORD FLIVVER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMAL VEE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA VEE SL-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA-I JP-001..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FORTON SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FOUR HUNDRED..... | 2 | 41 | 1 | 0 | 1 | 1 |
| FOUR-RUNNER..... | 4 | 41 | 1 | 0 | 1 | 1 |
| FP 101..... | 1 | 41 | 1 | 0 | 2 | 2 |
| FP 202..... | 1 | 41 | 1 | 0 | 2 | 2 |
| FP 404..... | 1 | 41 | 1 | 0 | 2 | 2 |
| FP 404 EXP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| FP-101..... | 1 | 41 | 1 | 0 | 5 | 5 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FP-101U | 1 | 41 | 1 | 0 | 1 | 1 |
| FP-202 | 1 | 41 | 1 | 0 | 2 | 2 |
| FP-303 | 1 | 41 | 1 | 0 | 2 | 2 |
| FP-404 | 1 | 41 | 1 | 0 | 3 | 3 |
| FP-404 BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FRACHER SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| FRANKLIN F | 1 | 41 | 1 | 0 | 1 | 1 |
| FRANKLIN RV-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| FRANKLIN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| FRANKSPANE A | 1 | 41 | 1 | 0 | 1 | 1 |
| FRED S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FREEBIRD MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| FREEDOM M AIRSHARK | 4 | 41 | 1 | 0 | 1 | 1 |
| FREEDOM MASTER FM-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| FS-21000 | 1 | 41 | 1 | 0 | 1 | 1 |
| FST 1 | 4 | 41 | 1 | 0 | 1 | 1 |
| FT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FTX 01 | 1 | 41 | 1 | 0 | 1 | 1 |
| FUBAR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FULLER RV-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| FUN-AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| FUNAIR 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| FUNK MUSTANG M II | 2 | 41 | 1 | 0 | 1 | 1 |
| FURY II | 1 | 41 | 1 | 0 | 1 | 1 |
| FURY MARK II | 1 | 41 | 1 | 0 | 1 | 1 |
| FURY 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW XS | 2 | 41 | 1 | 0 | 1 | 1 |
| FW 190-A8 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| FW-190 | 1 | 41 | 1 | 0 | 2 | 2 |
| FW-190 A-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190A | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190A4 | 1 | 41 | 1 | 0 | 1 | 1 |
| FWP 149D | 5 | 41 | 1 | 0 | 8 | 8 |
| FX - 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F1-156-C2 | 2 | 41 | 1 | 0 | 2 | 2 |
| F11-3 | 3 | 41 | 1 | 0 | 1 | 1 |
| F2B BRISTOL REPLICA | 2 | 41 | 1 | 0 | 6 | 6 |
| F21B | 2 | 41 | 1 | 0 | 12 | 12 |
| F22A | 2 | 41 | 1 | 0 | 4 | 4 |
| F4B CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| F4B4 | 1 | 41 | 1 | 0 | 1 | 1 |
| F4U CORSAIR | 1 | 41 | 1 | 0 | 5 | 5 |
| F51D MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| F6C-4 HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| F8L FALCO | 2 | 41 | 1 | 0 | 2 | 2 |
| F85P-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F85SS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| G | 4 | 41 | 1 | 0 | 3 | 3 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| G B DEUCE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| G. C. 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| G.L.B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| G.N.I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| G-1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| G-12..... | 1 | 41 | 1 | 0 | 1 | 1 |
| G-164C..... | 1 | 41 | 1 | 0 | 19 | 19 |
| GA-7..... | 4 | 51 | 2 | 0 | 2 | 2 |
| GAM-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GANAGOBIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GB-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GB#6..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GBM2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GCW-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GDA-001..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE MODEL Z..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE R-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER-D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE Y..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEEBEE MODEL E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEEBEE SPORTSTER B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEEBEE SPORTSTER D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GELVIN EG-1..... | 4 | 41 | 1 | 0 | 1 | 1 |
| GEM 260..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI HUMMINGBIRD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI TRACTORPLANE..... | 2 | 51 | 2 | 0 | 1 | 1 |
| GENBUG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GENE'S TEENIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GENES TEENIE MOD. 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GENNIE TENNIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GEODETIC 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GERE SPORT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GESIN RV-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GG-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| GH-001..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GHAN SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GH2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GIARDINO SH2R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GIBSON-ROGERS AEROCR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GIRGEN KITFOX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GK-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GL SUPER BABY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR..... | 2 | 41 | 1 | 0 | 74 | 74 |
| GLASAIR (SH2F)..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR F T..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GLASAIR FG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR FT..... | 2 | 41 | 1 | 0 | 11 | 11 |
| GLASAIR GARG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR I FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I RG..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR I TD..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR I-RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR II F T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II FT..... | 2 | 41 | 1 | 0 | 5 | 5 |
| GLASAIR II FT SH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II RG..... | 2 | 41 | 1 | 0 | 5 | 5 |
| GLASAIR II S FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II S RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II S TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II SH 2F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II SRG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II-S RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR III..... | 2 | 41 | 1 | 0 | 57 | 57 |
| GLASAIR III AB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR III SH 3R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR III SH-3R..... | 2 | 41 | 1 | 0 | 3 | 3 |
| GLASAIR III SH3R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR IRG SH-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR R.G..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG..... | 2 | 41 | 1 | 0 | 24 | 24 |
| GLASAIR RG (SH-2)..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR RG SH-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG SH-2R..... | 2 | 41 | 1 | 0 | 3 | 3 |
| GLASAIR RG SH2R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH III..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH 2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SH 2 FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH 2F..... | 2 | 41 | 1 | 0 | 7 | 7 |
| GLASAIR SH 2R..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SH-2..... | 2 | 41 | 1 | 0 | 45 | 45 |
| GLASAIR SH-2F..... | 2 | 41 | 1 | 0 | 5 | 5 |
| GLASAIR SH-2FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH-2R..... | 2 | 41 | 1 | 0 | 9 | 9 |
| GLASAIR SH-3R..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SHA..... | 2 | 41 | 1 | 0 | 7 | 7 |
| GLASAIR SH2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SH2 FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2 R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2 RG..... | 3 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2F..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH2R..... | 2 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GLASAIR T D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR TD..... | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR TG 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR TG 633..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR 1 TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR 3SH-3R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-KEEN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-MALONE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-SHA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-SH2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR-WRY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASS AIR 2S FT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASS SLIPPER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GLASSAIR III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASSAIR SH-2TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLEN-LEE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GLS-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GN 1 AIRCAMPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GN-1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GN-1 AIR CAMPER..... | 2 | 41 | 1 | 0 | 3 | 3 |
| GN-1 AIRCAMPER..... | 2 | 41 | 1 | 0 | 12 | 12 |
| GN-1 PIENTENPOL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GN1 AIRCAMPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GOLD WING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDDUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDEN AGE STA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GOLDEN AGE 280SS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDEN BIPE GP-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING..... | 1 | 41 | 1 | 0 | 66 | 66 |
| GOLDWING LTD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING ST..... | 1 | 41 | 1 | 0 | 7 | 7 |
| GOLDWING STANDARD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING STD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING/STARFIRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOODYEAR-REBUILDER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOOSE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GOSHAWK 350..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GOSSAGE STITS SA6B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GP-4..... | 2 | 41 | 1 | 0 | 2 | 2 |
| GPI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GR-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| GR-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GR-7..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GRAFLITE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GRAHAM SUPER MIDGET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GRASSHOPPER-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES..... | 1 | 41 | 1 | 0 | 4 | 4 |
| GREAT LAKES DX-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES JCW..... | 2 | 41 | 1 | 0 | 1 | 1 |

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AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GREAT LAKES MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| GREAT LAKES 2T-1A | 2 | 41 | 1 | 0 | 8 | 8 |
| GREAT LAKES 2T-1A-E | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1A-2W | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1C | 1 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1L | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1R | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T1A | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T1A | 2 | 41 | 1 | 0 | 10 | 10 |
| GREAT LAKES 2T1E | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T1R | 2 | 41 | 1 | 0 | 1 | 1 |
| GREENAPPLES AT19 | 2 | 41 | 1 | 0 | 1 | 1 |
| GREGA AIR-CAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| GREGA AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| GRIFF SPECIAL 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GRIFFEN STAR-LITE | 1 | 41 | 1 | 0 | 1 | 1 |
| GRIVOT | 1 | 41 | 1 | 0 | 1 | 1 |
| GROVER | 1 | 41 | 1 | 0 | 2 | 2 |
| GRUMMAN FM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT | 1 | 41 | 1 | 0 | 1 | 1 |
| GT-400 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT-500 | 2 | 41 | 1 | 0 | 3 | 3 |
| GT400 | 1 | 41 | 1 | 0 | 2 | 2 |
| GT400S | 1 | 41 | 1 | 0 | 1 | 1 |
| GT500 | 2 | 41 | 1 | 0 | 4 | 4 |
| GT503 (EIPPER) | 1 | 41 | 1 | 0 | 1 | 1 |
| GULFSTREAM AM G-164C | 1 | 41 | 1 | 0 | 1 | 1 |
| GUNDERSON TRAINER | 1 | 41 | 1 | 0 | 1 | 1 |
| GUPPY SNS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GUSTY A | 2 | 41 | 1 | 0 | 1 | 1 |
| GUSTY MK.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GW MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| GWSP | 1 | 41 | 1 | 0 | 1 | 1 |
| GY-20 | 2 | 41 | 1 | 0 | 5 | 5 |
| GYGNET SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| GYGNET SF2A | 2 | 41 | 1 | 0 | 1 | 1 |
| GYRUS 360 | 1 | 41 | 1 | 0 | 1 | 1 |
| GY20H | 2 | 41 | 1 | 0 | 1 | 1 |
| G1 | 2 | 41 | 1 | 0 | 1 | 1 |
| H & M SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| H 36 DIMONA | 2 | 41 | 1 | 0 | 8 | 8 |
| H-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| H-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| H-300 | 2 | 41 | 1 | 0 | 1 | 1 |
| H-700 | 2 | 41 | 1 | 0 | 5 | 5 |
| HA-2M SPORTSTER | 2 | 41 | 1 | 0 | 2 | 2 |
| HABERCRAFT | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HAC MODEL A-001 | 1 | 41 | 1 | 0 | 1 | 1 |
| HAC 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAGS RAG III | 2 | 41 | 1 | 0 | 1 | 1 |
| HAGSRAG | 2 | 41 | 1 | 0 | 1 | 1 |
| HAGSRAG II | 2 | 41 | 1 | 0 | 1 | 1 |
| HAIGH RATSREPU SS 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| HAIGH SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| HALBERSTADT D IV | 1 | 41 | 1 | 0 | 1 | 1 |
| HAM 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAMMOND 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| HANNAFORD BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| HANRIOT | 1 | 41 | 1 | 0 | 1 | 1 |
| HANSEN RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| HANSEN SOLUTION | 1 | 41 | 1 | 0 | 1 | 1 |
| HANSON BUCKER 131E | 2 | 41 | 1 | 0 | 2 | 2 |
| HANSON SPECIAL DH3 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARCUS COZY | 3 | 41 | 1 | 0 | 1 | 1 |
| HARDEN 320 | 1 | 41 | 1 | 0 | 1 | 1 |
| HARMON ROCKET | 1 | 41 | 1 | 0 | 1 | 1 |
| HARMON ROCKOT | 1 | 41 | 1 | 0 | 1 | 1 |
| HARRIS #4 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARRIS #5 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARTLINE KITFOX III | 2 | 41 | 1 | 0 | 1 | 1 |
| HARTLINE PULSAR I | 2 | 41 | 1 | 0 | 1 | 1 |
| HARVARD MK IV | 2 | 41 | 1 | 0 | 2 | 2 |
| HARWOOD 360 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATBOX SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| HATZ | 3 | 41 | 1 | 0 | 1 | 1 |
| HATZ BI-PLANE CB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ BIPLANE | 2 | 41 | 1 | 0 | 2 | 2 |
| HATZ C B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HATZ C.B.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ CB 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ CB-1 | 2 | 41 | 1 | 0 | 26 | 26 |
| HATZ CB1 | 2 | 41 | 1 | 0 | 4 | 4 |
| HATZ EXP 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ KB1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ LB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ LB1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ-MOONEY CB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HATZ-VAN | 2 | 41 | 1 | 0 | 1 | 1 |
| HAWK | 2 | 41 | 1 | 0 | 5 | 5 |
| HAWK A | 1 | 41 | 1 | 0 | 2 | 2 |
| HAWK II | 2 | 41 | 1 | 0 | 4 | 4 |
| HAWK 304 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAWKER FURY II | 1 | 41 | 1 | 0 | 1 | 1 |
| HAWKER HURRICANE | 1 | 41 | 1 | 0 | 1 | 1 |
| HAWKER MARK 20 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAWKER MK II B | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HAYDEN MONI | 1 | 41 | 1 | 0 | 1 | 1 |
| HB | 1 | 41 | 1 | 0 | 2 | 2 |
| HC 150..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HC-1108 | 1 | 41 | 1 | 0 | 1 | 1 |
| HCV-110 | 2 | 41 | 1 | 0 | 1 | 1 |
| HE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIN-B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND..... | 1 | 41 | 1 | 0 | 3 | 3 |
| HEADWIND B | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND JD HW 17..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND JD1HW1.7 | 1 | 41 | 1 | 0 | 2 | 2 |
| HEADWIND 17 | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND-B | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH BABY BULLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH CNA-40..... | 1 | 41 | 1 | 0 | 2 | 2 |
| HEATH LN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH MODEL V | 2 | 41 | 1 | 0 | 1 | 1 |
| HEATH PARASOL..... | 1 | 41 | 1 | 0 | 3 | 3 |
| HEATH PARASOL VA | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH SUPER PARASOL | 1 | 41 | 1 | 0 | 3 | 3 |
| HEATH-V | 1 | 41 | 1 | 0 | 1 | 1 |
| HEAVY HAULER | 2 | 41 | 1 | 0 | 1 | 1 |
| HEAVY TRI-GEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| HELICOM H-2 COMMUTER | 1 | 41 | 1 | 0 | 1 | 1 |
| HELMERICHS 32 | 1 | 41 | 1 | 0 | 1 | 1 |
| HELTON HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| HERQUI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HESS-FISHER CLASSIC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HI MAX | 1 | 41 | 1 | 0 | 5 | 5 |
| HIGH TOW | 2 | 41 | 1 | 0 | 1 | 1 |
| HIGH WING MONO CUBBY | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERBIPE..... | 2 | 41 | 1 | 0 | 4 | 4 |
| HIPERBIPE SNS 7 | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERBIPE SNS-7 | 2 | 41 | 1 | 0 | 19 | 19 |
| HIPERLIGHT SNS-8 | 1 | 41 | 1 | 0 | 3 | 3 |
| HJ | 1 | 41 | 1 | 0 | 1 | 1 |
| HK | 1 | 41 | 1 | 0 | 1 | 1 |
| HK-8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HM 297 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM 360..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HM-293 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM-293-T1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HM162 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM293 | 1 | 41 | 1 | 0 | 1 | 1 |
| HN-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HO-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HOBO | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HOLMES SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| HOLMES SPECIAL S2C | 2 | 41 | 1 | 0 | 1 | 1 |
| HOLSCLAW | 2 | 41 | 1 | 0 | 1 | 1 |
| HOLT-XP | 2 | 41 | 1 | 0 | 1 | 1 |
| HOME BUILT | 2 | 41 | 1 | 0 | 4 | 4 |
| HOMEBREWERS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT | 2 | 41 | 1 | 0 | 18 | 18 |
| HOMEBUILT BEDE-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT EXPERIMENT | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT JT-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT MOD.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT SKYBOLT | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT VOLKSPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT WAS | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT-U II | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMESTEADER | 4 | 41 | 1 | 0 | 1 | 1 |
| HOOPS KR2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HOOTENGOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| HORIZON | 2 | 41 | 1 | 0 | 1 | 1 |
| HORNET | 1 | 41 | 1 | 0 | 2 | 2 |
| HOVEY BETA BIRD | 1 | 41 | 1 | 0 | 2 | 2 |
| HOVEY DELTA BIRD | 1 | 41 | 1 | 0 | 2 | 2 |
| HOVEY WD-A | 1 | 41 | 1 | 0 | 1 | 1 |
| HOWARD DGA-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| HPAC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HPK | 2 | 41 | 1 | 0 | 1 | 1 |
| HR | 1 | 41 | 1 | 0 | 1 | 1 |
| HR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HU-GO CRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| HUBER BD4 | 4 | 41 | 1 | 0 | 1 | 1 |
| HUFFAIRE MONOPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| HUGHES ULTRA WS | 1 | 41 | 1 | 0 | 1 | 1 |
| HULLER | 2 | 41 | 1 | 0 | 1 | 1 |
| HUMMEL BIRD | 1 | 41 | 1 | 0 | 2 | 2 |
| HUMMEL BIRD-M | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMEL-BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMELBIRD | 1 | 41 | 1 | 0 | 2 | 2 |
| HUMMER | 1 | 41 | 1 | 0 | 17 | 17 |
| HUMMER A | 1 | 41 | 1 | 0 | 8 | 8 |
| HUMMER B | 1 | 41 | 1 | 0 | 3 | 3 |
| HUMMER DRM | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMER-A | 1 | 41 | 1 | 0 | 11 | 11 |
| HUMMER-B | 1 | 41 | 1 | 0 | 8 | 8 |
| HUMMING BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMINGBIRD | 1 | 51 | 2 | 0 | 1 | 1 |
| HUNT-MONOFLY | 1 | 41 | 1 | 0 | 1 | 1 |
| HURRICANE | 1 | 41 | 1 | 0 | 1 | 1 |
| HUSH PUPPY | 2 | 41 | 1 | 0 | 1 | 1 |
| HW - X - 26 - 52 | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HWCK CGS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HWP 40-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HYDROPLUM PETREL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| HYPERBIPE SNS-7..... | 2 | 41 | 1 | 0 | 2 | 2 |
| HYPERLIGHT EXP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| HYSTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| H1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| H1H..... | 2 | 41 | 1 | 0 | 1 | 1 |
| H800..... | 2 | 41 | 1 | 0 | 8 | 8 |
| II..... | 1 | 41 | 1 | 0 | 11 | 11 |
| II-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| III..... | 1 | 41 | 1 | 0 | 1 | 1 |
| III M..... | 2 | 41 | 1 | 0 | 4 | 4 |
| III M SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| IIIM..... | 1 | 41 | 1 | 0 | 13 | 13 |
| IIM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ILSE..... | 4 | 41 | 1 | 0 | 1 | 1 |
| IMPROVED AIRCAMPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| INTERSTATE S1B4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| IRONSIDES XS-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ISAACS FURY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| IWG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| IXI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| J & M MODEL 14..... | 4 | 41 | 1 | 0 | 1 | 1 |
| J 3..... | 1 | 41 | 1 | 0 | 2 | 2 |
| J 3 CUB..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J 3 KITTEN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| J 5 MARCO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| J.R.D. VP-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-SMITH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| J-1..... | 3 | 41 | 1 | 0 | 2 | 2 |
| J-1 STANDARD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-22 SPORTSMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 ACRO CUBY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 CUBY..... | 2 | 41 | 1 | 0 | 2 | 2 |
| J-3 KITTEN..... | 1 | 41 | 1 | 0 | 3 | 3 |
| J-3 REPLIC L4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 SUPER KITTEN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| J-3 TRAINER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-4.5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-5 MARCO..... | 1 | 41 | 1 | 0 | 2 | 2 |
| J-5-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| J-5A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| J-6 KARATOO..... | 2 | 41 | 1 | 0 | 6 | 6 |
| JACKS AIRCAMPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JACKSON HATZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JACKSON P-51..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JAKE..... | 4 | 41 | 1 | 0 | 1 | 1 |
| JALOPLY-1..... | 2 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| JAMES 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JANECEK 23A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JAP. ZERO A6M5-52..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JARMON-GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JAVELIN WICHAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JAYBIRD..... | 3 | 41 | 1 | 0 | 1 | 1 |
| JAYHAWK..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JB SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JBS3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JCG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JCR-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JC31A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JD SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JD-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JD-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JD2FF..... | 1 | 41 | 1 | 0 | 2 | 2 |
| JE-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JEANIE TEENIE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| JEANIE TEENIE TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIES TEENIE..... | 1 | 41 | 1 | 0 | 5 | 5 |
| JEANIES TEENIE I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIES TEENIE II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| JEANIES TEENIE MOD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENIE MOD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENY TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEE TEE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEE-TWO JE-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JEENIE TEENIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEENIE TEENIE TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEENIES TEENIE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JEKYLL-GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JENNEY JN-4D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JENNINGS SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JENNY (3/4 SCALE)..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY JN-4D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY JN4D REPLICA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JENSEN DELTA JD2A..... | 4 | 41 | 1 | 0 | 1 | 1 |
| JERGENSON SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JERRELL RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JET HAWK II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JETWING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JG-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JGM-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JH-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JIM'S FLY BABY..... | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| JJ SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JK 1-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JK-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JK-1 LARK..... | 1 | 41 | 1 | 0 | 2 | 2 |
| JK1-B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JL-125..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JL-65..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JM-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JM-101..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JM-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| JN-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-4D JENNY REPLICA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-4H..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JND-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JN4C-REPLICA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JN4CAN..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JN4D..... | 2 | 41 | 1 | 0 | 8 | 8 |
| JODEL..... | 3 | 41 | 1 | 0 | 1 | 1 |
| JODEL D-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL D-11..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JODEL D-11-S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL D-9..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JODEL D9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JODEL F 10..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JODEL F 12..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL F 12 3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JODEL F-11..... | 2 | 41 | 1 | 0 | 4 | 4 |
| JODEL F-12..... | 2 | 41 | 1 | 0 | 3 | 3 |
| JODEL F-12A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| JODEL F11..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JODEL F11-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL-F12..... | 3 | 41 | 1 | 0 | 1 | 1 |
| JODELL D-11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JOHNSON BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JOHNSON-VARIEZE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JONES REBEL 300..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JONES-PITTS SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JP 350-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JP3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JR ACE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JR ACE E..... | 1 | 41 | 1 | 0 | 2 | 2 |
| JR CUB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE MOD. E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE MODEL E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. AEROSPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JR.ACE MODEL-E..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| JR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JRD HM 360 | 1 | 41 | 1 | 0 | 1 | 1 |
| JR1 | 2 | 41 | 1 | 0 | 1 | 1 |
| JS | 1 | 41 | 1 | 0 | 1 | 1 |
| JS 201..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JS-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JT-SP | 2 | 41 | 1 | 0 | 1 | 1 |
| JT-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| JT1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| JU 87-B2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JUDE-FISHER FP101 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUDY MONO SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGLE CAT | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMAN BU-131 | 1 | 41 | 1 | 0 | 3 | 3 |
| JUNGMEISTER | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU 133C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU133 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU133D1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU133S..... | 2 | 41 | 1 | 0 | 2 | 2 |
| JUNGMEISTER REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER I..... | 1 | 41 | 1 | 0 | 8 | 8 |
| JUNGSTER II..... | 1 | 41 | 1 | 0 | 4 | 4 |
| JUNGSTER III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER IV | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER JI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| JUNGSTER 1 PAPOOSE | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER 1YJ01 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER-I..... | 1 | 41 | 1 | 0 | 6 | 6 |
| JUNGSTER-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE | 2 | 41 | 1 | 0 | 9 | 9 |
| JUNIOR ACE E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE E | 2 | 41 | 1 | 0 | 7 | 7 |
| JUNIOR ACE E-MOD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE MODEL E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE MODEL E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE-E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR 85..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNSTER-I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ-5 SIROCCO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ-77-J..... | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ2 TEMPETE | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ5 | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA TEMPETE | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA TEMPETE MJ-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA-MJ55 | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| JV SA 102 CAVALIER | 2 | 41 | 1 | 0 | 1 | 1 |
| JW-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JW9L | 2 | 41 | 1 | 0 | 1 | 1 |
| J1 | 2 | 41 | 1 | 0 | 1 | 1 |
| J24 WEEDHOPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| J3 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3-C65 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3-R | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65 | 2 | 41 | 1 | 0 | 4 | 4 |
| J3C65 | 2 | 41 | 1 | 0 | 1 | 1 |
| J4-B | 1 | 41 | 1 | 0 | 1 | 1 |
| J6 BIRD DOG | 2 | 41 | 1 | 0 | 1 | 1 |
| J6 KARATOO | 2 | 41 | 1 | 0 | 3 | 3 |
| K | 1 | 41 | 1 | 0 | 1 | 1 |
| K-M | 1 | 41 | 1 | 0 | 1 | 1 |
| K-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KA-18L | 2 | 41 | 1 | 0 | 1 | 1 |
| KAMMERMAN ARTIC TERN | 2 | 41 | 1 | 0 | 1 | 1 |
| KASPERWING | 2 | 41 | 1 | 0 | 1 | 1 |
| KASPERWING 180B | 1 | 41 | 1 | 0 | 1 | 1 |
| KAWECK MUSTANG II | 2 | 41 | 1 | 0 | 1 | 1 |
| KB-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| KB3 | 1 | 41 | 1 | 0 | 1 | 1 |
| KC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELCH TA-12 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK | 1 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK JK-1A | 1 | 41 | 1 | 0 | 3 | 3 |
| KELEHER LARK JK-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK KR1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELERHER LARK JK-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELLY D | 2 | 41 | 1 | 0 | 5 | 5 |
| KELLY J-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY TAYLOR MONO | 1 | 41 | 1 | 0 | 1 | 1 |
| KELLY XP-503 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY-D | 2 | 41 | 1 | 0 | 2 | 2 |
| KELLY-DBL | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY-280XC | 1 | 41 | 1 | 0 | 1 | 1 |
| KEN RAND KR-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| KEN RAND-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| KENSHIP 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KESTRAL II | 2 | 41 | 1 | 0 | 1 | 1 |
| KESTREL | 1 | 51 | 2 | 0 | 1 | 1 |
| KESTREL HAWK | 2 | 41 | 1 | 0 | 2 | 2 |
| KIESE EASY | 2 | 41 | 1 | 0 | 1 | 1 |
| KILBURN COUGAR I | 2 | 41 | 1 | 0 | 1 | 1 |
| KING COBRA | 2 | 41 | 1 | 0 | 11 | 11 |
| KING COBRA A | 2 | 41 | 1 | 0 | 5 | 5 |
| KING COBRA B | 2 | 41 | 1 | 0 | 1 | 1 |
| KING COBRA-J | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| KING MINI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KINGFISHER..... | 2 | 41 | 1 | 0 | 10 | 10 |
| KINGFISHER A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KINGFISHER-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KIT FOX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX..... | 2 | 41 | 1 | 0 | 134 | 134 |
| KITFOX # 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX #2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX I..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KITFOX II..... | 2 | 41 | 1 | 0 | 46 | 46 |
| KITFOX III..... | 2 | 41 | 1 | 0 | 43 | 43 |
| KITFOX IV..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KITFOX KF 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX MOD I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX MOD II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX MOD III..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KITFOX MODEL I..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KITFOX MODEL II..... | 2 | 41 | 1 | 0 | 6 | 6 |
| KITFOX MODEL III..... | 2 | 41 | 1 | 0 | 4 | 4 |
| KITFOX MODEL 1..... | 2 | 41 | 1 | 0 | 16 | 16 |
| KITFOX MODEL 2..... | 2 | 41 | 1 | 0 | 26 | 26 |
| KITFOX 1..... | 2 | 41 | 1 | 0 | 5 | 5 |
| KITFOX 2..... | 2 | 41 | 1 | 0 | 9 | 9 |
| KITFOX 2 MB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX 3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX 532..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX 582..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KITTY HAWK..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KLEBS FLYBABY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KLEBS PIETENPOL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KM-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KM1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KNIGHT TWISTER..... | 1 | 41 | 1 | 0 | 2 | 2 |
| KNIP..... | 4 | 41 | 1 | 0 | 1 | 1 |
| KOHLER MUSTANG M-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB FIRESTAR..... | 1 | 41 | 1 | 0 | 4 | 4 |
| KOLB FIRESTAR AK-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB FLYER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB MARK II..... | 2 | 41 | 1 | 0 | 7 | 7 |
| KOLB MARK III..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KOLB MARK MK-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB MARK 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB MK II TWINSTAR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB MK III..... | 2 | 41 | 1 | 0 | 7 | 7 |
| KOLB TWIN STAR..... | 2 | 41 | 1 | 0 | 3 | 3 |
| KOLB TWINSTAR..... | 2 | 41 | 1 | 0 | 47 | 47 |
| KOLB TWINSTAR G S..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB TWINSTAR II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KOLB TWINSTAR III..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| KOLB TWINSTAR MK II..... | 2 | 41 | 1 | 0 | 27 | 27 |
| KOLB TWINSTAR MK III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB TWINSTAR MK-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB TWINSTAR TSP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB ULTRA STAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB ULTRASTAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLBE TWINSTAR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOMET MODEL 163..... | 2 | 51 | 2 | 0 | 1 | 1 |
| KOOKABURRA 320..... | 4 | 41 | 1 | 0 | 1 | 1 |
| KORNS CAPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KOSAN #39..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KOSTOOM-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| KR P-51J..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| KR 1 1/2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 1.5..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 1.5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR 2..... | 2 | 41 | 1 | 0 | 22 | 22 |
| KR 2M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-II..... | 2 | 41 | 1 | 0 | 17 | 17 |
| KR-II MODIFIED..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-TWO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-1..... | 1 | 41 | 1 | 0 | 73 | 73 |
| KR-1-TLF..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR-1B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR-100..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2..... | 2 | 41 | 1 | 0 | 327 | 327 |
| KR-2 PS SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2-2100T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2A MODIFIED..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2DP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-200..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KRI..... | 1 | 41 | 1 | 0 | 2 | 2 |
| KRII..... | 2 | 41 | 1 | 0 | 3 | 3 |
| KRISTEN FLYER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KR2..... | 2 | 41 | 1 | 0 | 6 | 6 |
| KR2-PDL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KS-1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| KSE5A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KTP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| KUEHL-GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| KV-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| K1K..... | 2 | 41 | 1 | 0 | 1 | 1 |
| K10 SHOESTRING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| L..... | 3 | 41 | 1 | 0 | 1 | 1 |
| L 320..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| L-A-43 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-1F | 2 | 41 | 1 | 0 | 1 | 1 |
| L-13A | 3 | 41 | 1 | 0 | 1 | 1 |
| L-16A | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| L-2 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| L-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5G | 2 | 41 | 1 | 0 | 1 | 1 |
| L-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| LA-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| LACO 125 | 2 | 41 | 1 | 0 | 1 | 1 |
| LACO 145 | 2 | 41 | 1 | 0 | 3 | 3 |
| LADIGO KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| LAMBDA COOT | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR | 2 | 41 | 1 | 0 | 11 | 11 |
| LANCAIR O-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR O-235 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR O 235 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR O 320 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR O-235 | 2 | 41 | 1 | 0 | 2 | 2 |
| LANCAIR 0235 | 2 | 41 | 1 | 0 | 3 | 3 |
| LANCAIR 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| LANCAIR 200 SE | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 200/235 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 215 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 235 | 2 | 41 | 1 | 0 | 54 | 54 |
| LANCAIR 235/320 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 235M | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 320 | 2 | 41 | 1 | 0 | 59 | 59 |
| LANCAIR 360 | 2 | 41 | 1 | 0 | 3 | 3 |
| LANCE AERO | 4 | 41 | 1 | 0 | 1 | 1 |
| LANCER | 2 | 41 | 1 | 0 | 1 | 1 |
| LANGLEY TRI-QUICKIE | 2 | 41 | 1 | 0 | 1 | 1 |
| LANGLEY VARI-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LARK | 2 | 41 | 1 | 0 | 1 | 1 |
| LARSELL S-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| LARSON AKROSTAR 330 | 1 | 41 | 1 | 0 | 1 | 1 |
| LASER | 1 | 41 | 1 | 0 | 1 | 1 |
| LASER 200 | 1 | 41 | 1 | 0 | 2 | 2 |
| LASER 230 | 1 | 41 | 1 | 0 | 1 | 1 |
| LAST | 2 | 41 | 1 | 0 | 1 | 1 |
| LAUGHING GULL | 1 | 41 | 1 | 0 | 2 | 2 |
| LAUGHING GULL II | 1 | 41 | 1 | 0 | 1 | 1 |
| LAUX CASSUTT | 1 | 41 | 1 | 0 | 1 | 1 |
| LAWSON SPECIAL MOD.2 | 1 | 41 | 1 | 0 | 1 | 1 |
| LAZAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| LAZAIR II | 2 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| LAZAIR SS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LA4A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| LB-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| LC-RW300..... | 3 | 41 | 1 | 0 | 4 | 4 |
| LC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LD V P II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LD-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LEADERS AM-JB1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LEGATE STITS SKYCOUP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LESA BAIR T. C. 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LEWANN BIPLANE DD-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LEWOCZKO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LE61..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LF-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LG2H..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LHN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LIBERTY SPORT MOD B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LIGHT AIRPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LIGHTHIZER SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LIGHTING BUG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LIGHTNING BUG 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LIL NUBBIN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LIL RASCAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN PETE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN REPLICA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN SPORTPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE BIRD #2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE BIRD HWTRA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE LOOPER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE MOSQUITO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE ROCKET RACER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE STEARMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE TOOT..... | 1 | 41 | 1 | 0 | 10 | 10 |
| LITTLEJOHN PT-19..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LK1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LM 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LM-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| LM-1X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LM2X-2P..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LNB HEATH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LOEHLE AVIATION 5151..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LOFTIN KR-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LOGANAIR I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| LOHLE 5151..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LOMAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LOMBARD-DILLEY-68..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LONE RANGER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| LONE RANGER S C..... | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| LONEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG E Z | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG E-Z | 2 | 41 | 1 | 0 | 3 | 3 |
| LONG EZ | 2 | 41 | 1 | 0 | 183 | 183 |
| LONG EZ TR | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG EZ/II | 1 | 41 | 1 | 0 | 1 | 1 |
| LONG EZ/XP | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG EZE | 2 | 41 | 1 | 0 | 26 | 26 |
| LONG-EZ | 2 | 41 | 1 | 0 | 182 | 182 |
| LONG-EZ INVICTUS | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZ-B | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZ-160 | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZE | 2 | 41 | 1 | 0 | 34 | 34 |
| LONG—EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG—EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LONGEZ | 2 | 41 | 1 | 0 | 9 | 9 |
| LONGEZE | 2 | 41 | 1 | 0 | 24 | 24 |
| LONGMIRE LJ-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| LONGSTER | 1 | 41 | 1 | 0 | 5 | 5 |
| LONGSTER III | 1 | 41 | 1 | 0 | 1 | 1 |
| LOOK ALIKE | 2 | 41 | 1 | 0 | 1 | 1 |
| LOUDENSLAGER 300 | 1 | 41 | 1 | 0 | 2 | 2 |
| LOVELL EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| LOVINGS LOVE | 1 | 41 | 1 | 0 | 2 | 2 |
| LOW WING | 1 | 41 | 1 | 0 | 1 | 1 |
| LOW-WING | 2 | 41 | 1 | 0 | 1 | 1 |
| LOWLANDER B | 2 | 41 | 1 | 0 | 1 | 1 |
| LP-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| LP-33 | 2 | 41 | 1 | 0 | 1 | 1 |
| LR-1A | 11 | 41 | 1 | 0 | 1 | 1 |
| LS | 2 | 41 | 1 | 0 | 1 | 1 |
| LUCKETT FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| LUDWIG 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| LULU | 2 | 41 | 1 | 0 | 2 | 2 |
| LUTHER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LUTON MINOR LA4A | 2 | 41 | 1 | 0 | 2 | 2 |
| LVI | 1 | 41 | 1 | 0 | 1 | 1 |
| LW 137 | 1 | 41 | 1 | 0 | 1 | 1 |
| LW-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| LYNCH SKYBOLT 01 | 2 | 41 | 1 | 0 | 1 | 1 |
| LYONS SUPER KOALA | 2 | 41 | 1 | 0 | 1 | 1 |
| L1 | 1 | 41 | 1 | 0 | 1 | 1 |
| L2B | 2 | 41 | 1 | 0 | 1 | 1 |
| L4 | 2 | 41 | 1 | 0 | 1 | 1 |
| M | 2 | 41 | 1 | 0 | 2 | 2 |
| M 81 | 5 | 41 | 1 | 0 | 1 | 1 |
| M.A. 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| M.M.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-II | 2 | 41 | 1 | 0 | 3 | 3 |
| M-III | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| M-MA4 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-1 | 1 | 41 | 1 | 0 | 10 | 10 |
| M-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-102 | 1 | 41 | 1 | 0 | 1 | 1 |
| M-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| MA 5 CHARGER | 2 | 41 | 1 | 0 | 2 | 2 |
| MA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| MA-4 LANCER | 1 | 41 | 1 | 0 | 1 | 1 |
| MA-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| MA-5 CHARGER | 2 | 41 | 1 | 0 | 13 | 13 |
| MAC-BIRD I MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| MAC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAC-52A | 1 | 41 | 1 | 0 | 1 | 1 |
| MACAIR MERLIN SPT 65 | 2 | 41 | 1 | 0 | 1 | 1 |
| MACHAIRA | 1 | 41 | 1 | 0 | 1 | 1 |
| MACKIE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MADERA RV-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MALER-CHINOOK | 2 | 41 | 1 | 0 | 1 | 1 |
| MANN-RANS S-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| MANPOWER | 1 | 41 | 1 | 0 | 1 | 1 |
| MANTA FOXBAT | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK II | 2 | 41 | 1 | 0 | 5 | 5 |
| MARK II TWINSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK III | 2 | 41 | 1 | 0 | 2 | 2 |
| MARK IV | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK V | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK 15 | 1 | 41 | 1 | 0 | 1 | 1 |
| MARK 9 | 3 | 41 | 1 | 0 | 1 | 1 |
| MARKS CHALLENGER II | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUART CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUART CHARGER MA5 | 1 | 41 | 1 | 0 | 2 | 2 |
| MARQUART M 5 CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUART MA-5 | 2 | 41 | 1 | 0 | 9 | 9 |
| MARQUART MA-5 CHGR | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUART MA5 CHARGER | 2 | 41 | 1 | 0 | 5 | 5 |
| MARQUAT CHARGER MA-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUAT MA-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| MARSH RV-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| MARTIN MINIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MARTIN RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MARTIN SUPER T | 2 | 41 | 1 | 0 | 1 | 1 |
| MARTYN-HEADWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| MARVIN TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| MASON KEECHIE | 1 | 41 | 1 | 0 | 1 | 1 |
| MATEICEK MXL II | 2 | 41 | 1 | 0 | 1 | 1 |
| MATHIEU-RUSSELL | 1 | 41 | 1 | 0 | 1 | 1 |
| MATTHES | 2 | 41 | 1 | 0 | 1 | 1 |
| MAUZY PAC 2 POLM | 2 | 41 | 1 | 0 | 1 | 1 |
| MAVERICK MA-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAX I | 2 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MAXAIR ARV 582 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DR 503 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DRIFT ARV 582 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DRIFTER | 2 | 41 | 1 | 0 | 3 | 3 |
| MAXAIR DRIFTER DR532 | 1 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR DRIFTER MU532 | 2 | 41 | 1 | 0 | 3 | 3 |
| MAXAIR DRIFTER XP503 | 2 | 41 | 1 | 0 | 9 | 9 |
| MAXAIR HUMMER C | 1 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR MU 532 | 2 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR MU-532 | 2 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR MU503 | 2 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR MU532 | 2 | 41 | 1 | 0 | 6 | 6 |
| MAXAIR MU532 DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR XP 503 | 2 | 41 | 1 | 0 | 3 | 3 |
| MAXAIR XP-503 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR XP503 | 2 | 41 | 1 | 0 | 5 | 5 |
| MAXAIR 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR 582 DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXWELL-COBRA | 2 | 41 | 1 | 0 | 1 | 1 |
| MAY BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| MA5 CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MB-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| MC COUPE | 1 | 41 | 1 | 0 | 1 | 1 |
| MC 12 | 1 | 51 | 2 | 0 | 1 | 1 |
| MC-15 CRICKET | 1 | 51 | 2 | 0 | 1 | 1 |
| MC-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MC-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| MCCUTCHAN GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| MCDINE EAA BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| MCGILL M-1 BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MCHOLLAND XPA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| MCKAY VELOCITY | 4 | 41 | 1 | 0 | 1 | 1 |
| MCKENNA CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MCM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MCPITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| MC12 CRICKET | 1 | 41 | 1 | 0 | 1 | 1 |
| ME-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| ME-2-Y | 2 | 41 | 1 | 0 | 1 | 1 |
| ME-208 | 1 | 41 | 1 | 0 | 1 | 1 |
| MEAD ADVENTURE | 1 | 41 | 1 | 0 | 1 | 1 |
| MEADOW LARK | 2 | 41 | 1 | 0 | 2 | 2 |
| MEADOWLARK WM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MEB | 1 | 41 | 1 | 0 | 1 | 1 |
| MEC 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| MEECH BABY ACE MOD D | 1 | 41 | 1 | 0 | 1 | 1 |
| MELMOTH | 1 | 41 | 1 | 0 | 1 | 1 |
| MERCER SPRINT | 1 | 41 | 1 | 0 | 1 | 1 |
| MERE-MERIT | 2 | 41 | 1 | 0 | 1 | 1 |
| MERGANSEER | 2 | 41 | 1 | 0 | 1 | 1 |
| MERLIN GT | 2 | 41 | 1 | 0 | 2 | 2 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MERLIN SPORT 65 | 2 | 41 | 1 | 0 | 1 | 1 |
| MEYER LITTLE TOOT | 1 | 41 | 1 | 0 | 2 | 2 |
| MEYERAD EAA BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| MEYERS LITTLE TOOT | 1 | 41 | 1 | 0 | 2 | 2 |
| MEYERS STX12 | 1 | 41 | 1 | 0 | 1 | 1 |
| MEYERS 145 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| MF-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| MG-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| MG982 | 1 | 41 | 1 | 0 | 1 | 1 |
| MICROWING | 1 | 41 | 1 | 0 | 1 | 1 |
| MICHELL B-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG | 1 | 41 | 1 | 0 | 23 | 23 |
| MIDGET MUSTANG I | 1 | 41 | 1 | 0 | 8 | 8 |
| MIDGET MUSTANG II | 2 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG M I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M-I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| MIDGET MUSTANG MI | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG MM-I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG MM-1 | 1 | 41 | 1 | 0 | 10 | 10 |
| MIDGET MUSTANG MMI | 1 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG MM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG SM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG-I | 1 | 41 | 1 | 0 | 5 | 5 |
| MIDGET MUSTANG-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MIDJET MUSTANG I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDWING | 1 | 41 | 1 | 0 | 1 | 1 |
| MIGET MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| MIGNET 360 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIHALA LAKES | 1 | 41 | 1 | 0 | 1 | 1 |
| MIKEN SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| MIKES SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MILLER KITFOX | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER MONOPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER SPECIAL JM-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| MILLER SPORT WMII | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER TM-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLIGAN SPEC | 2 | 41 | 1 | 0 | 1 | 1 |
| MINI ACE CA61 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI COUPE | 1 | 41 | 1 | 0 | 11 | 11 |
| MINI COUPE-A | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI IMP | 1 | 41 | 1 | 0 | 3 | 3 |
| MINI IMP MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI IMP RC-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MAC | 1 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MINI MASTER | 2 | 51 | 2 | 0 | 1 | 1 |
| MINI MAX | 1 | 41 | 1 | 0 | 11 | 11 |
| MINI MAX W/B | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MC II | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MUSTANG I | 2 | 41 | 1 | 0 | 1 | 1 |
| MINI MUSTANG P51 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-COUPÉ | 1 | 41 | 1 | 0 | 7 | 7 |
| MINI-IMP | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-IMP-C | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIACE CA-61 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINICAB COUPÉ | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB GY-20 | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB HAWK BM4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB-MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIMAX II | 1 | 41 | 1 | 0 | 2 | 2 |
| MINIPLANE | 1 | 41 | 1 | 0 | 32 | 32 |
| MINIPLANE BK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE D-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE DSA-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| MINIPLANE DSA1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE DSA2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE SDI-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINK | 6 | 51 | 2 | 0 | 1 | 1 |
| MIRAGE | 1 | 41 | 1 | 0 | 2 | 2 |
| MIRAGE TUTOR | 2 | 41 | 1 | 0 | 1 | 1 |
| MIRAGE 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MISS THERAPY | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHEL WING B-10 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL A-10 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL AG-38A | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL B-10 | 1 | 41 | 1 | 0 | 7 | 7 |
| MITCHELL B10A | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL P-38 | 1 | 41 | 1 | 0 | 6 | 6 |
| MITCHELL P38 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL T-10 | 2 | 41 | 1 | 0 | 6 | 6 |
| MITCHELL U-2 | 1 | 41 | 1 | 0 | 10 | 10 |
| MITCHELL U-2 SUPER | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL U2 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL U2 ULTLGT | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL U2-C | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL WING B 10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING B-10 | 1 | 41 | 1 | 0 | 10 | 10 |
| MITCHELL WING P-38 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL WING P38 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING U-2 | 1 | 41 | 1 | 0 | 3 | 3 |
| MITCHELL WING U2 | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MITI MOUZ | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ-5 SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ-7 GNATSUM | 1 | 41 | 1 | 0 | 1 | 1 |
| MJ-77 MUSTANG P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| MJA SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5 SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5 SIROCCO-EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5H2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MK-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| MKR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MLX II | 2 | 41 | 1 | 0 | 1 | 1 |
| MM 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MM-1 | 1 | 41 | 1 | 0 | 11 | 11 |
| MM-1-B | 1 | 41 | 1 | 0 | 1 | 1 |
| MM1 | 1 | 41 | 1 | 0 | 4 | 4 |
| MOD SONERAI II L | 2 | 41 | 1 | 0 | 1 | 1 |
| MOD SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| MOD 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. CL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. E JR ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. STEPHENS ARCO | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL D | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL DK-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| MODEL II | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL P | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL R | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL SV | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL 01 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 1 | 2 | 41 | 1 | 0 | 8 | 8 |
| MODEL 1A | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 40 | 4 | 51 | 2 | 0 | 1 | 1 |
| MODEL-A | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL-I | 1 | 41 | 1 | 0 | 2 | 2 |
| MODEL-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| MODEL-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED | 1 | 41 | 1 | 0 | 3 | 3 |
| MODIFIED BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED CASSUTT | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED CUBY 101 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED J-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED PITTS | 2 | 41 | 1 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MODIFIED WINDWAGON..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MOHAWK..... | 1 | 51 | 2 | 0 | 2 | 2 |
| MOHAWK-Z..... | 1 | 51 | 2 | 0 | 1 | 1 |
| MOLT TAYLOR COOT-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONARCH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONERAI..... | 1 | 41 | 1 | 0 | 10 | 10 |
| MONERAI P..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONERAI S..... | 1 | 41 | 1 | 0 | 7 | 7 |
| MONERAI-MAX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONERAI-P..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONEX..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT..... | 1 | 41 | 1 | 0 | 6 | 6 |
| MONG SPORT BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT MS-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT MS-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONG SPORT MS2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT PSA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT-S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI..... | 1 | 41 | 1 | 0 | 52 | 52 |
| MONI MOTORGLIDER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI SONERIA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI TRI-GEAR..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONNETT II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONNETT MONERAI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT MONERAI S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT MONI..... | 2 | 41 | 1 | 0 | 45 | 45 |
| MONNETT MONI A-1-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT SONERAI II..... | 2 | 41 | 1 | 0 | 6 | 6 |
| MONNETT SONERAI ONE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT SONERAI-II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| MONNETT-MONI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONO FLY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONO-FLY..... | 1 | 41 | 1 | 0 | 10 | 10 |
| MONOCOUPÉ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOCOUPÉ 90C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOCOUPÉ-113..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOFLY..... | 1 | 41 | 1 | 0 | 2 | 2 |
| MONOFLY NO I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONOPLANE..... | 2 | 41 | 1 | 0 | 5 | 5 |
| MONOPLANE AP-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONOPLANE II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MONTANA COYOTE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MONTANAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MOORE RECON..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MOORE SS-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| MORANE 502..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MOTH BAT 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MOTH MODEL I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| MP..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MR AMERICA | 1 | 41 | 1 | 0 | 1 | 1 |
| MR EASY | 1 | 41 | 1 | 0 | 2 | 2 |
| MR 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MS 181 | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-2 | 1 | 41 | 1 | 0 | 6 | 6 |
| MS-2-K | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-2A | 1 | 41 | 1 | 0 | 1 | 1 |
| MSB 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MT COYOTE | 2 | 41 | 1 | 0 | 2 | 2 |
| MT-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| MT-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MTE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MU 532 | 2 | 41 | 1 | 0 | 3 | 3 |
| MU 532 DRIFTER | 1 | 41 | 1 | 0 | 1 | 1 |
| MU-532 | 2 | 41 | 1 | 0 | 3 | 3 |
| MU-582 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUD HEN | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY LONG-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY RENEGADE | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY RENEGADE II | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY SPIRIT | 1 | 41 | 1 | 0 | 2 | 2 |
| MURRAY KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG | 1 | 41 | 1 | 0 | 2 | 2 |
| MUSTANG .75 P-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG F-51D | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG I | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG II | 2 | 41 | 1 | 0 | 48 | 48 |
| MUSTANG II GLA | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG II MOD | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG II/M-II | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG M II | 1 | 41 | 1 | 0 | 3 | 3 |
| MUSTANG M-II | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG M-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MUSTANG MM-1-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG MM-1-12 | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG MOD. II | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG P51A | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG P51D | 1 | 41 | 1 | 0 | 2 | 2 |
| MUSTANG-II | 2 | 41 | 1 | 0 | 10 | 10 |
| MWP | 2 | 41 | 1 | 0 | 1 | 1 |
| MX | 2 | 41 | 1 | 0 | 1 | 1 |
| MX II | 2 | 41 | 1 | 0 | 9 | 9 |
| MX II + QUICKSILVER | 2 | 41 | 1 | 0 | 1 | 1 |
| MX II EIPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| MX II SPRINT | 2 | 41 | 1 | 0 | 1 | 1 |
| MX SPORT II | 2 | 41 | 1 | 0 | 1 | 1 |
| MX SPRINT II SKYHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| MX SUPER | 1 | 41 | 1 | 0 | 9 | 9 |
| MX SUPER HT | 1 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MX 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| MX-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| MX-7-180 | 5 | 41 | 1 | 0 | 3 | 3 |
| MX-7-235 | 5 | 41 | 1 | 0 | 11 | 11 |
| MX-7-420 | 5 | 41 | 1 | 0 | 1 | 1 |
| MXII | 2 | 41 | 1 | 0 | 2 | 2 |
| MXL II | 2 | 41 | 1 | 0 | 9 | 9 |
| MXL II HP | 2 | 41 | 1 | 0 | 1 | 1 |
| MXL II SPORT | 2 | 41 | 1 | 0 | 3 | 3 |
| MXL SUPER | 1 | 41 | 1 | 0 | 3 | 3 |
| MXL 2 SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| MXL-II | 2 | 41 | 1 | 0 | 3 | 3 |
| MXL-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MXT-7-180 | 5 | 41 | 1 | 0 | 8 | 8 |
| MX2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MY OWN DESIGN | 1 | 41 | 1 | 0 | 1 | 1 |
| MY PATSY | 2 | 41 | 1 | 0 | 1 | 1 |
| MYERS GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| MYSTERY SHIP 2 | 3 | 41 | 1 | 0 | 1 | 1 |
| M10C | 1 | 51 | 2 | 0 | 1 | 1 |
| M10J | 2 | 41 | 1 | 0 | 1 | 1 |
| M18C MOONEY MITE | 1 | 41 | 1 | 0 | 1 | 1 |
| M20L | 4 | 41 | 1 | 0 | 32 | 32 |
| M3 | 2 | 41 | 1 | 0 | 1 | 1 |
| M305 | 1 | 41 | 1 | 0 | 1 | 1 |
| N 3 PUP | 1 | 41 | 1 | 0 | 2 | 2 |
| N. DUNBAR VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| N-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| N-3 PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| N-3 SUPER PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| N-3 ULTRA PUP | 2 | 41 | 1 | 0 | 1 | 1 |
| N-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| NA SUPER 6 | 2 | 41 | 1 | 0 | 1 | 1 |
| NA-50 | 2 | 41 | 1 | 0 | 1 | 1 |
| NA-64 | 2 | 41 | 1 | 0 | 1 | 1 |
| NADIG | 2 | 41 | 1 | 0 | 1 | 1 |
| NAKED ANGEL BREEZY | 3 | 41 | 1 | 0 | 1 | 1 |
| NEILS TOY | 2 | 41 | 1 | 0 | 1 | 1 |
| NEIUPORT II | 1 | 41 | 1 | 0 | 1 | 1 |
| NELSON AMPHIBIAN | 4 | 41 | 1 | 0 | 1 | 1 |
| NELSON VL5 | 1 | 41 | 1 | 0 | 1 | 1 |
| NESMITH COUGAR | 2 | 41 | 1 | 0 | 4 | 4 |
| NESMITH COUGAR P.G.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NESSMITH COUGAR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NEWTON SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| NEYS D260 | 2 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT | 2 | 41 | 1 | 0 | 4 | 4 |
| NIEUPORT C-1-28 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT II | 1 | 41 | 1 | 0 | 5 | 5 |
| NIEUPORT REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | No. Engines | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|---------------------|-------------------|
| | Places | Aircraft/ Engine Type | | | | |
| NIEUPORT X1 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 11 | 1 | 41 | 1 | 0 | 3 | 3 |
| NIEUPORT 11-7/8SCALE | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 17 | 1 | 41 | 1 | 0 | 2 | 2 |
| NIEUPORT 2N | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 24 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 24 BIS | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 27 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28C | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28CREPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 83E | 2 | 41 | 1 | 0 | 1 | 1 |
| NILSSON B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| NJVA | 1 | 41 | 1 | 0 | 1 | 1 |
| NJ4C | 2 | 41 | 1 | 0 | 1 | 1 |
| NL3W | 2 | 41 | 1 | 0 | 1 | 1 |
| NOBLE SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| NOMAD | 2 | 41 | 1 | 0 | 1 | 1 |
| NOMAD II 26B | 1 | 41 | 1 | 0 | 1 | 1 |
| NORRIS SKYBOLT SF1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NORSEMAN VI | 9 | 41 | 1 | 0 | 1 | 1 |
| NORTH AMERICAN P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| NORTH AMERICAN SNJ 5 | 2 | 41 | 1 | 0 | 1 | 1 |
| NORTH AMERICAN SNJ-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| NORTH STAR | 2 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N-3 PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N3 PUP | 1 | 41 | 1 | 0 | 2 | 2 |
| NOSTALGAIR N3 PUP-M | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N3-PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR SUPER-PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGIA OMS | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTOLGAIR N3 PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NUGGET | 1 | 41 | 1 | 0 | 1 | 1 |
| NUWACO T-10 | 3 | 41 | 1 | 0 | 1 | 1 |
| N2 | 1 | 41 | 1 | 0 | 1 | 1 |
| N2B6 | 1 | 41 | 1 | 0 | 1 | 1 |
| N2S 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| N3 PUP | 1 | 41 | 1 | 0 | 4 | 4 |
| N3 SUPER PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| N3 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| N3-PUP | 2 | 41 | 1 | 0 | 1 | 1 |
| N3-2 PUP | 2 | 41 | 1 | 0 | 1 | 1 |
| O & O | 2 | 41 | 1 | 0 | 1 | 1 |
| O/U | 2 | 41 | 1 | 0 | 1 | 1 |
| O'BRIEN 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| O'CACADOR | 1 | 41 | 1 | 0 | 1 | 1 |
| OBGL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| OBIE MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| OBSERVER | 2 | 41 | 1 | 0 | 1 | 1 |
| ODY T-18 | 2 | 41 | 1 | 0 | 1 | 1 |

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AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| OLDFIELD BABY LAKES | 1 | 41 | 1 | 0 | 3 | 3 |
| OLDFIELD LAKES BIP85 | 1 | 41 | 1 | 0 | 1 | 1 |
| OLSON SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| OLSON 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| OM-1-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| OMEGA | 1 | 41 | 1 | 0 | 1 | 1 |
| OMNI QUESTOR | 1 | 41 | 1 | 0 | 1 | 1 |
| OOP-PIK | 1 | 41 | 1 | 0 | 1 | 1 |
| OR-71 | 1 | 41 | 1 | 0 | 1 | 1 |
| OR-71-B | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIG AMATEUR BUILT | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIGINAL | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIGINAL DESIGN | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIGINAL-DAY LADY | 1 | 41 | 1 | 0 | 1 | 1 |
| ORMAND PARASOL | 1 | 41 | 1 | 0 | 1 | 1 |
| ORYX | 2 | 41 | 1 | 0 | 1 | 1 |
| OSBORNE FOKKER D-VII | 1 | 41 | 1 | 0 | 1 | 1 |
| OSPRAY | 3 | 41 | 1 | 0 | 1 | 1 |
| OSPRAY II | 2 | 41 | 1 | 0 | 1 | 1 |
| OSPREY | 2 | 41 | 1 | 0 | 3 | 3 |
| OSPREY II | 2 | 41 | 1 | 0 | 30 | 30 |
| OSPREY MKV | 2 | 41 | 1 | 0 | 1 | 1 |
| OSPREY TWO | 2 | 41 | 1 | 0 | 2 | 2 |
| OSPREY 1 | 2 | 41 | 1 | 0 | 3 | 3 |
| OSPREY 2 | 2 | 41 | 1 | 0 | 15 | 15 |
| OSPREY-II | 2 | 41 | 1 | 0 | 4 | 4 |
| OSPREY-2 | 2 | 41 | 1 | 0 | 3 | 3 |
| OVERTON MUSTANG M-II | 2 | 41 | 1 | 0 | 1 | 1 |
| OWEN ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| OWENS SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| OWL RACER | 1 | 41 | 1 | 0 | 2 | 2 |
| OWL RACER 65-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P | 1 | 41 | 1 | 0 | 16 | 16 |
| P D Q | 1 | 41 | 1 | 0 | 1 | 1 |
| P D Q-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P H SEYMOUR | 2 | 41 | 1 | 0 | 1 | 1 |
| P O C | 1 | 41 | 1 | 0 | 1 | 1 |
| P 51 C | 1 | 41 | 1 | 0 | 1 | 1 |
| P 70 | 2 | 41 | 1 | 0 | 1 | 1 |
| P.T.A. | 2 | 41 | 1 | 0 | 1 | 1 |
| P-EAA BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| P-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| P-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-12E | 1 | 41 | 1 | 0 | 1 | 1 |
| P-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-2/06 | 2 | 41 | 1 | 0 | 2 | 2 |
| P-38 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-38 LIGHTNING | 1 | 41 | 1 | 0 | 2 | 2 |
| P-39Q30-BE AIRACOBRA | 1 | 41 | 1 | 0 | 1 | 1 |
| P-4 | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| P-40 KITTYHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| P-47..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-47D/RAZORBACK | 1 | 41 | 1 | 0 | 1 | 1 |
| P-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51 MUSTANG X..... | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51 XR | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51-D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D..... | 2 | 41 | 1 | 0 | 12 | 12 |
| P-51D MUSTANG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D-25NA | 3 | 41 | 1 | 0 | 1 | 1 |
| P-52D BALD EAGLE | 1 | 41 | 1 | 0 | 1 | 1 |
| P-6..... | 1 | 41 | 1 | 0 | 1 | 1 |
| P-9-B POBER PIXIE | 1 | 41 | 1 | 0 | 1 | 1 |
| PA 11-90..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PA 18 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA 22-135 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA 46-350P | 6 | 41 | 1 | 0 | 87 | 87 |
| PA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PA-11 | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-12 SUPER CRUISER..... | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-14 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-18 | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-18-125 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18-135 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18-150 | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-28-140 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-28-235 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-41P..... | 6 | 51 | 2 | 0 | 1 | 1 |
| PAJARITO | 1 | 41 | 1 | 0 | 1 | 1 |
| PAK-1 HIRONDELLE | 2 | 41 | 1 | 0 | 1 | 1 |
| PALEN'S F E 8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PALENS SOPWITH CAMEL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PALERMO SPECIAL J..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PALOMINO | 2 | 41 | 1 | 0 | 1 | 1 |
| PAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PANTHER II PLUS | 2 | 41 | 1 | 0 | 2 | 2 |
| PANTHER PLUS | 1 | 41 | 1 | 0 | 1 | 1 |
| PANTHER 2 PLUS..... | 2 | 41 | 1 | 0 | 27 | 27 |
| PAPOOSE DT-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PAPPYS PUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET A4 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET REP RB-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAPLANE PM 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PARASCENDER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PARASOL..... | 1 | 41 | 1 | 0 | 2 | 2 |
| PARASOL CWD-1 | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PARASOL PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PARASON MDM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PARKER ARESTICRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| PARKER MINI CRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| PARKER MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| PARKER TEENIE II | 1 | 41 | 1 | 0 | 1 | 1 |
| PARSONS | 2 | 41 | 1 | 0 | 1 | 1 |
| PAS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PATTON APL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZER 150 | 4 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-1 | 2 | 41 | 1 | 0 | 10 | 10 |
| PAZMANY PL-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-2 | 1 | 41 | 1 | 0 | 10 | 10 |
| PAZMANY PL-2-245 | 2 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-4 | 1 | 41 | 1 | 0 | 6 | 6 |
| PAZMANY PL-4A | 1 | 41 | 1 | 0 | 9 | 9 |
| PAZMANY PL-4BR | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PAZMANY PL4 | 1 | 41 | 1 | 0 | 1 | 1 |
| PBF | 3 | 41 | 1 | 0 | 1 | 1 |
| PC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| PDQ-2 MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2B | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2D | 1 | 41 | 1 | 0 | 3 | 3 |
| PE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PEA-BEE | 2 | 41 | 1 | 0 | 1 | 1 |
| PEARSON T | 2 | 41 | 1 | 0 | 1 | 1 |
| PECK SA6A | 2 | 41 | 1 | 0 | 1 | 1 |
| PEER GYNT | 2 | 41 | 1 | 0 | 1 | 1 |
| PEGASUS III | 1 | 41 | 1 | 0 | 1 | 1 |
| PEGASUS 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PEIL EMERAUDE | 2 | 41 | 1 | 0 | 1 | 1 |
| PEITENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PEITENPOL AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PEITENPOL SKY SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| PELICAN G S | 2 | 41 | 1 | 0 | 1 | 1 |
| PENDRAGON | 1 | 41 | 1 | 0 | 1 | 1 |
| PERCO 4151CDM-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PERIGEE | 1 | 41 | 1 | 0 | 1 | 1 |
| PERKINS PITTS S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PETE BOWERS FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| PETE MODEL III | 1 | 41 | 1 | 0 | 1 | 1 |
| PETERSON RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| PETIT BREEZY | 2 | 41 | 1 | 0 | 2 | 2 |
| PETITE BREEZY | 2 | 41 | 1 | 0 | 1 | 1 |
| PF | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PFALZ D-3 | 1 | 41 | 1 | 0 | 2 | 2 |
| PFALZ D111 (REPLICA) | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM | 1 | 41 | 1 | 0 | 14 | 14 |
| PHANTOM DAWN FLYER-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM FII | 2 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM I | 1 | 41 | 1 | 0 | 5 | 5 |
| PHANTOM II | 2 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM TWIN | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| PHILLIPS FLEET 7 | 2 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX | 2 | 41 | 1 | 0 | 8 | 8 |
| PHOENIX VANDETTA | 2 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX VENDETTA LS | 2 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX X1A | 1 | 41 | 1 | 0 | 1 | 1 |
| PIEL BERYL CP-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL CP-328 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIEL DIAMANT | 4 | 41 | 1 | 0 | 2 | 2 |
| PIEL DIAMANT CP-604 | 4 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE | 2 | 41 | 1 | 0 | 8 | 8 |
| PIEL EMERAUDE CP 305 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-128 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-304 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-305 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-328 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP301A | 2 | 41 | 1 | 0 | 2 | 2 |
| PIEL EMERAUDE CP305 | 2 | 41 | 1 | 0 | 2 | 2 |
| PIEL EMERAUDE CP311A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE MOD. A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE 301 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMRAUDE | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL S D 605 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIRCAMPER | 2 | 41 | 1 | 0 | 6 | 6 |
| PIETENPOL | 1 | 41 | 1 | 0 | 41 | 41 |
| PIETENPOL / HOLLON | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIR CAMPER | 2 | 41 | 1 | 0 | 16 | 16 |
| PIETENPOL AIR-CAMPER | 2 | 41 | 1 | 0 | 2 | 2 |
| PIETENPOL AIR-SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIRCAMPER | 1 | 41 | 1 | 0 | 91 | 91 |
| PIETENPOL AIRCOMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIRCRAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL CAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL G.N.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL GN-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| PIETENPOL PP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SCOUT | 1 | 41 | 1 | 0 | 2 | 2 |
| PIETENPOL SEL | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SKY SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SPORT | 2 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PIETENPOL 001 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL 2 POLM | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL 550 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-GREGA | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-PARSOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOLE AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIK-20E2F | 1 | 41 | 1 | 0 | 2 | 2 |
| PIONEER DUALSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| PIONEER FLIGHT STAR | 1 | 41 | 1 | 0 | 2 | 2 |
| PIONEER FLIGHTSTAR | 1 | 41 | 1 | 0 | 4 | 4 |
| PIONEER FS2100 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIPER J-3 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| PIPER J-3-C-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIPIT SP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PITT SPECIAL S2E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS BG | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS MB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS MEADE S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S 1C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S 1E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S 2E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS S.5 SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-I-D | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-IE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1 | 1 | 41 | 1 | 0 | 55 | 55 |
| PITTS S-1 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-E | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS S-1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-S | 1 | 41 | 1 | 0 | 6 | 6 |
| PITTS S-1-T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-X | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1C | 1 | 41 | 1 | 0 | 34 | 34 |
| PITTS S-1D | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS S-1D HPD-01 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1E | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS S-1M | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1S | 1 | 41 | 1 | 0 | 45 | 45 |
| PITTS S-1S-E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1S/T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1SS | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1T | 1 | 41 | 1 | 0 | 7 | 7 |
| PITTS S-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PITTS S-2-S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2A | 2 | 41 | 1 | 0 | 4 | 4 |
| PITTS S-2AE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2B | 2 | 41 | 1 | 0 | 28 | 28 |
| PITTS S-2E | 2 | 41 | 1 | 0 | 9 | 9 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PITTS S-2S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SC-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SI-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIC | 1 | 41 | 1 | 0 | 5 | 5 |
| PITTS SID | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIK | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIS | 1 | 41 | 1 | 0 | 5 | 5 |
| PITTS SPEC S-1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC S-1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC SIC | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S-1C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPEC. SC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S1C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIA S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL | 1 | 41 | 1 | 0 | 56 | 56 |
| PITTS SPECIAL MA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S 1D | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S-1 | 1 | 41 | 1 | 0 | 61 | 61 |
| PITTS SPECIAL S-1-C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S-1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1C | 1 | 41 | 1 | 0 | 44 | 44 |
| PITTS SPECIAL S-1CM | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1D | 1 | 41 | 1 | 0 | 5 | 5 |
| PITTS SPECIAL S-1E | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS SPECIAL S-1LD | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1S | 1 | 41 | 1 | 0 | 39 | 39 |
| PITTS SPECIAL S-1SL | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SC-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS SPECIAL SC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SIC | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SPS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1 | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1 GO | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1-C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1-JFM | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1-S | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS SPECIAL S1A | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1C | 1 | 41 | 1 | 0 | 10 | 10 |
| PITTS SPECIAL S1D | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1S | 1 | 41 | 1 | 0 | 15 | 15 |
| PITTS SPECIAL S1SE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1SM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1X | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PITTS SPECIAL S2-E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S2A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL WSC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL 105 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL 150 HP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1 | 1 | 41 | 1 | 0 | 10 | 10 |
| PITTS S1 TM | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-C | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS S1-C DB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-S | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS S1-SE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS S1-125HP | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1C | 1 | 41 | 1 | 0 | 26 | 26 |
| PITTS S1D | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS S1E..... | 1 | 41 | 1 | 0 | 6 | 6 |
| PITTS S1GT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1S..... | 2 | 41 | 1 | 0 | 32 | 32 |
| PITTS S1S 1979..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1S-E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1T..... | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS S1W..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1XS | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S2-A-E..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS S2-E | 2 | 41 | 1 | 0 | 2 | 2 |
| PITTS S2E..... | 2 | 41 | 1 | 0 | 7 | 7 |
| PITTS S2S..... | 2 | 41 | 1 | 0 | 18 | 18 |
| PITTS S2S-MAYBERRY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S2SE | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS-S-1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS-SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1-S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ-260..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PJ1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ260..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PJ260 SR AERO SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| PL-1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| PL-1B | 2 | 41 | 1 | 0 | 2 | 2 |
| PL-2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PL-2-DM | 2 | 41 | 1 | 0 | 1 | 1 |
| PL-2-130..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PL-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PL-4A..... | 1 | 41 | 1 | 0 | 6 | 6 |
| PLANE-MOBILE | 2 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PLAY BOY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY MODIFIED..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY SA3A..... | 1 | 41 | 1 | 0 | 4 | 4 |
| PLAYMATE SA-11A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PLYLER T-CUB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PL1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PL4A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PM-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PM-2-AB..... | 1 | 51 | 2 | 0 | 1 | 1 |
| PO-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POBER CUB-Y P-10..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POBER JR ACE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE..... | 1 | 41 | 1 | 0 | 22 | 22 |
| POBER PIXIE II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE P-9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE P9..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER SUPER ACE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| POLE CAT A-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POLECAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POLIWAGEN 320..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POLLIWAGEN..... | 2 | 41 | 1 | 0 | 21 | 21 |
| POLLIWAGEN AJM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POLLIWAGON..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POLTERGEIST I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POLYPHIBIAN XPB-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POODLE PUP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POOL JUNGSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POOSEMOTH SPEEDWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PORTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| POTLUCK MODEL A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| POWERED GLIDER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PREDATOR 480..... | 1 | 41 | 1 | 0 | 1 | 1 |
| PRESCOT PUSHER..... | 4 | 41 | 1 | 0 | 1 | 1 |
| PRESCOTT PUSHER..... | 4 | 41 | 1 | 0 | 7 | 7 |
| PRICE P CRAFT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PRIMO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PRO STAR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PRO TECH PT-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PRODUCER..... | 4 | 41 | 1 | 0 | 1 | 1 |
| PROTECH..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PROTECH PROSTAR PT2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PROTECH PT 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PROTECH PT-2..... | 2 | 41 | 1 | 0 | 6 | 6 |
| PROTECH PT2..... | 2 | 41 | 1 | 0 | 8 | 8 |
| PROTOTYPE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| PSE-2S..... | 1 | 41 | 1 | 0 | 10 | 10 |
| PT 2 B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| PT 22..... | 2 | 41 | 1 | 0 | 1 | 1 |

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AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| PT-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-13 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17 | 2 | 41 | 1 | 0 | 2 | 2 |
| PT-2 | 2 | 41 | 1 | 0 | 5 | 5 |
| PT-23 FE | 2 | 41 | 1 | 0 | 1 | 1 |
| PTER. ASCED. II+II | 1 | 41 | 1 | 0 | 1 | 1 |
| PTERDCTL ASCEN II+2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PTERO ASCENDER II-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTEROD ASCEN 2+2 | 2 | 41 | 1 | 0 | 4 | 4 |
| PTEROD ASCENDER II-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL ACCENDER | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL ACENDER | 1 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL ASCENDER | 2 | 41 | 1 | 0 | 2 | 2 |
| PTERODACTYL ASCN 2+2 | 2 | 41 | 1 | 0 | 3 | 3 |
| PTERODACTYL ASN II+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL II+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL NFL | 1 | 41 | 1 | 0 | 2 | 2 |
| PTERODACTYL PTIGER | 1 | 41 | 1 | 0 | 2 | 2 |
| PTERODCATYL PTIGER | 1 | 41 | 1 | 0 | 1 | 1 |
| PTOUCAN | 2 | 41 | 1 | 0 | 1 | 1 |
| PT2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PUD KNOCKER SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| PUFFER COZY MKIII | 3 | 41 | 1 | 0 | 1 | 1 |
| PUFFIN | 1 | 41 | 1 | 0 | 1 | 1 |
| PULSAR | 2 | 41 | 1 | 0 | 16 | 16 |
| PULSAR XP | 2 | 41 | 1 | 0 | 1 | 1 |
| PULSAR 108 BF | 2 | 41 | 1 | 0 | 1 | 1 |
| PUPPY DOG 1-C-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| PURE AIR MACHINE | 2 | 41 | 1 | 0 | 1 | 1 |
| PURSUIT | 2 | 41 | 1 | 0 | 1 | 1 |
| PUSHER | 4 | 41 | 1 | 0 | 8 | 8 |
| PUSHER BIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| PUSHER 107 | 1 | 41 | 1 | 0 | 1 | 1 |
| PUSHER 1910 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PUSHER-BREEZY | 2 | 41 | 1 | 0 | 1 | 1 |
| PUSHER-UGLY ONE | 2 | 41 | 1 | 0 | 1 | 1 |
| PZL-104 WILGA 80 | 4 | 41 | 1 | 0 | 13 | 13 |
| P1 | 2 | 41 | 1 | 0 | 1 | 1 |
| P1-MC | 1 | 41 | 1 | 0 | 1 | 1 |
| P1-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| P2 | 2 | 41 | 1 | 0 | 1 | 1 |
| P2P | 1 | 41 | 1 | 0 | 1 | 1 |
| P40F WARHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| P47D-40-RA | 1 | 41 | 1 | 0 | 1 | 1 |
| P47G-10-CU | 1 | 41 | 1 | 0 | 1 | 1 |
| P51 D | 2 | 41 | 1 | 0 | 1 | 1 |
| P51 MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| P51-D | 1 | 41 | 1 | 0 | 1 | 1 |
| P51A-1NA | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| P51D | 1 | 41 | 1 | 0 | 4 | 4 |
| P5151 | 1 | 41 | 1 | 0 | 2 | 2 |
| Q 2 | 2 | 41 | 1 | 0 | 2 | 2 |
| Q 200 | 2 | 41 | 1 | 0 | 4 | 4 |
| Q-2 | 2 | 41 | 1 | 0 | 26 | 26 |
| Q-2 TURBO | 2 | 41 | 1 | 0 | 1 | 1 |
| Q-200 | 2 | 41 | 1 | 0 | 18 | 18 |
| Q-200 A | 2 | 41 | 1 | 0 | 1 | 1 |
| QAC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QB148-M | 1 | 41 | 1 | 0 | 1 | 1 |
| QC CHALLENGER II | 2 | 41 | 1 | 0 | 1 | 1 |
| QD CTY CHALLENGER II | 2 | 41 | 1 | 0 | 2 | 2 |
| QT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUAD CITY CHALLENGER | 1 | 41 | 1 | 0 | 1 | 1 |
| QUAIL | 1 | 41 | 1 | 0 | 1 | 1 |
| QUASAR | 1 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR #20 VENTURE | 2 | 41 | 1 | 0 | 2 | 2 |
| QUESTAIR MODEL 20 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR MODEL 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR MODEL 21 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR Q20 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR VENTURE | 2 | 41 | 1 | 0 | 8 | 8 |
| QUICK SILVER MXL II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE Q2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE | 1 | 41 | 1 | 0 | 161 | 161 |
| QUICKIE DJ2 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE I | 1 | 41 | 1 | 0 | 2 | 2 |
| QUICKIE II | 2 | 41 | 1 | 0 | 7 | 7 |
| QUICKIE PLUS | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE Q 2 | 2 | 41 | 1 | 0 | 3 | 3 |
| QUICKIE Q-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| QUICKIE Q-2 | 2 | 41 | 1 | 0 | 52 | 52 |
| QUICKIE Q-200 | 2 | 41 | 1 | 0 | 10 | 10 |
| QUICKIE Q1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE Q2 | 2 | 41 | 1 | 0 | 43 | 43 |
| QUICKIE Q200 | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKIE TRI Q200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| QUICKIE 2 | 1 | 41 | 1 | 0 | 24 | 24 |
| QUICKIE 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| QUICKIE-2 | 1 | 41 | 1 | 0 | 6 | 6 |
| QUICKIE-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILLVER MX II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER GT | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER GT 500 | 2 | 41 | 1 | 0 | 5 | 5 |
| QUICKSILVER GTC 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER GT400 | 1 | 41 | 1 | 0 | 2 | 2 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| QUICKSILVER GT500 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER M X | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER MC II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX | 1 | 41 | 1 | 0 | 11 | 11 |
| QUICKSILVER MX II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX II | 2 | 41 | 1 | 0 | 107 | 107 |
| QUICKSILVER MX II A | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER MX SPTII | 2 | 41 | 1 | 0 | 3 | 3 |
| QUICKSILVER MX SUPER | 1 | 41 | 1 | 0 | 7 | 7 |
| QUICKSILVER MX 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX 2A | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX-II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXII | 2 | 41 | 1 | 0 | 8 | 8 |
| QUICKSILVER MXL | 1 | 41 | 1 | 0 | 5 | 5 |
| QUICKSILVER MXL II | 2 | 41 | 1 | 0 | 24 | 24 |
| QUICKSILVER MXL IHP | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER MXL 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXL-II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXLII | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXL2 SPT | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXQZ | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXR II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX11 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER SPORT II | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER SPRINT 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER SPRINTII | 2 | 41 | 1 | 0 | 3 | 3 |
| QUICKSILVER MX | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSLVER SPRINT II | 2 | 41 | 1 | 0 | 1 | 1 |
| Q2 | 2 | 41 | 1 | 0 | 22 | 22 |
| Q2 QAC3 | 2 | 41 | 1 | 0 | 1 | 1 |
| Q2-TRI Q | 2 | 41 | 1 | 0 | 1 | 1 |
| Q200 | 2 | 41 | 1 | 0 | 11 | 11 |
| Q200 RG | 2 | 41 | 1 | 0 | 1 | 1 |
| R | 1 | 41 | 1 | 0 | 1 | 1 |
| R AND D SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R D A 04 | 1 | 41 | 1 | 0 | 1 | 1 |
| R E D RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| R S 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| R.A.C.E. SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R.C.H.I. | 2 | 41 | 1 | 0 | 1 | 1 |
| R.E.C. | 2 | 41 | 1 | 0 | 2 | 2 |
| R&K SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R-B SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R-DECKER 110 | 2 | 41 | 1 | 0 | 1 | 1 |
| R-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| R-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RACER | 2 | 41 | 1 | 0 | 4 | 4 |
| RACER II | 2 | 41 | 1 | 0 | 1 | 1 |
| RACER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RADER TWINSTAR MK II | 2 | 41 | 1 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| RAF LONF EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| RAF LONG EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RAF VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RAGTIME PARRAKEET | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY R/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RALLY R/3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY RB3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY SUPER SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| RALLY 2B | 1 | 41 | 1 | 0 | 2 | 2 |
| RALLY 3 | 2 | 41 | 1 | 0 | 35 | 35 |
| RALLY 3-B | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY 3A | 2 | 41 | 1 | 0 | 10 | 10 |
| RALLY 3B | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAM SI | 4 | 41 | 1 | 0 | 1 | 1 |
| RAMSEY BATHTUB | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND KR | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND KR II | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND KR-I | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND KR-II | 2 | 41 | 1 | 0 | 2 | 2 |
| RAND KR-1 | 1 | 41 | 1 | 0 | 11 | 11 |
| RAND KR-2 | 2 | 41 | 1 | 0 | 29 | 29 |
| RAND KR2 | 2 | 41 | 1 | 0 | 2 | 2 |
| RAND ROBINSON KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND ROBINSON KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND ROBINSON KR-2 | 2 | 41 | 1 | 0 | 5 | 5 |
| RAND/ROBINSON KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND/ROBINSON KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANGE RIDER | 1 | 41 | 1 | 0 | 3 | 3 |
| RANGER-A | 3 | 41 | 1 | 0 | 1 | 1 |
| RANS AIRAILE S-12 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS CO S-7 COURIER | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS COYOTE | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S 10 | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S 7 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S 7 COURIER | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S 9 | 1 | 41 | 1 | 0 | 6 | 6 |
| RANS S 9 EXP | 1 | 41 | 1 | 0 | 2 | 2 |
| RANS S-10 | 2 | 41 | 1 | 0 | 19 | 19 |
| RANS S-10 SAKOATA | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S-10 SAKOTA | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S-11 PURSUIT | 2 | 41 | 1 | 0 | 2 | 2 |
| RANS S-12 | 2 | 41 | 1 | 0 | 6 | 6 |
| RANS S-12 AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S-12 AIRAILE | 2 | 41 | 1 | 0 | 8 | 8 |
| RANS S-12 AIRAILE | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S-4 COYOTE | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S-6 | 2 | 41 | 1 | 0 | 3 | 3 |

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AMATEUR/EXPERIMENTAL—PISTON
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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| RANS S-6 COYOTE II | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S-6ES COYOTE II | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S-7 | 2 | 41 | 1 | 0 | 5 | 5 |
| RANS S-7 COURIER | 2 | 41 | 1 | 0 | 5 | 5 |
| RANS S-9 | 1 | 41 | 1 | 0 | 21 | 21 |
| RANS S-9 CHAOS | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S-9 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S10 | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S12 | 2 | 41 | 1 | 0 | 2 | 2 |
| RANS S4 COYOTE | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S6 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S6ES COYOTE II | 2 | 41 | 1 | 0 | 4 | 4 |
| RANS S6ES TD COYOTE | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S7 COUIRER | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S7 COURIER | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S9 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| RATSREPUS | 1 | 41 | 1 | 0 | 1 | 1 |
| RATSREPUS 300B | 1 | 41 | 1 | 0 | 1 | 1 |
| RATZLAFF EZ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAVEN | 2 | 41 | 1 | 0 | 4 | 4 |
| RAZ-MUT | 1 | 41 | 1 | 0 | 1 | 1 |
| RB 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RB-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RB-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RB-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| RB-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| RC-3 | 4 | 41 | 1 | 0 | 1 | 1 |
| RD1 | 1 | 41 | 1 | 0 | 1 | 1 |
| READ MINI-JINI | 2 | 41 | 1 | 0 | 1 | 1 |
| REBEL 2300 | 2 | 41 | 1 | 0 | 2 | 2 |
| REBEL 300 | 1 | 41 | 1 | 0 | 3 | 3 |
| REBEL-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| RED DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| RED-BARE-UN S.T.W. | 1 | 41 | 1 | 0 | 1 | 1 |
| REDFERN DH-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| REDLINE | 1 | 41 | 1 | 0 | 1 | 1 |
| REEVES SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| REISKIN MIDG MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| RELIANT | 1 | 41 | 1 | 0 | 1 | 1 |
| RENEGADE | 2 | 41 | 1 | 0 | 2 | 2 |
| RENEGADE II | 2 | 41 | 1 | 0 | 4 | 4 |
| RENEGADE SPIRIT | 2 | 41 | 1 | 0 | 16 | 16 |
| RENEGADE SPIRIT II | 2 | 41 | 1 | 0 | 1 | 1 |
| REPLICA FOKKER D7 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA FOKKER-E-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA HOWARD IKE | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA JU87-B | 2 | 41 | 1 | 0 | 1 | 1 |
| REPLICA SPITFIRE MK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA SPOWITH PUP | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| REPLICA SUPER CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| REPLICA-A-17-FS | 5 | 41 | 1 | 0 | 1 | 1 |
| REPRISEL-WAR F-4U | 2 | 41 | 1 | 0 | 1 | 1 |
| RESNICK GLASAIR SH2F | 2 | 41 | 1 | 0 | 1 | 1 |
| RETRACT | 2 | 41 | 1 | 0 | 1 | 1 |
| REVENGE | 1 | 41 | 1 | 0 | 1 | 1 |
| REVENGER | 2 | 41 | 1 | 0 | 1 | 1 |
| RF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RG | 2 | 41 | 1 | 0 | 2 | 2 |
| RG 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RHOADS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RIAN ST 2 POLM | 1 | 41 | 1 | 0 | 1 | 1 |
| RIC JET-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| RICH MIXTURE II | 2 | 41 | 1 | 0 | 1 | 1 |
| RIDGEAIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| RJ-1 PUDDLEJUMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| RK-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| RK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RK2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RLU-1 | 2 | 41 | 1 | 0 | 9 | 9 |
| RLU1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RLV-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RM 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RM-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| RM2 | 1 | 41 | 1 | 0 | 1 | 1 |
| ROADAIRE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ROBERTS GF2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBERTSON ACFT B1-RD | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBERTSON BI RD | 1 | 41 | 1 | 0 | 1 | 1 |
| ROBERTSON B1-RD | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBINSON SIDEWINDER | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBINSON/PITTS S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| ROCKET 125 | 2 | 41 | 1 | 0 | 1 | 1 |
| RODGERS DRAGONFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| ROE SPORT BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| ROESLER GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| ROG | 2 | 41 | 1 | 0 | 1 | 1 |
| ROGERS-GROS TRI-ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| RONS I MOD. I | 1 | 41 | 1 | 0 | 1 | 1 |
| RONS RANS S-12 | 2 | 41 | 1 | 0 | 1 | 1 |
| RONS RANS 9 | 1 | 41 | 1 | 0 | 2 | 2 |
| RONSRANS 12 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROSEPARAKEET REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| ROTEC PANTHER | 1 | 41 | 1 | 0 | 2 | 2 |
| ROTEC PANTHER PLUS | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC PANTHER 2 PLUS | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLEY 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3A | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY III | 2 | 41 | 1 | 0 | 4 | 4 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ROTEC RALLY SPORT..... | 1 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3..... | 2 | 41 | 1 | 0 | 67 | 67 |
| ROTEC RALLY 3-B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3A..... | 2 | 41 | 1 | 0 | 20 | 20 |
| ROTEC RALLY 3B..... | 2 | 41 | 1 | 0 | 8 | 8 |
| ROTEC RALLY 3B+..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY 33..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC-RALLY 3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTTERWAY EXEC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| ROYAL T..... | 4 | 41 | 1 | 0 | 1 | 1 |
| RR-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RS-15..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RS-550TWO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RS1-RS-2L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RT AM6..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RTH JUNGSTER 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RTO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RULTAN VARIEZE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RUMPLER MK C5..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RUMPLER TAUBE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUND FLYER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN DEFIANT..... | 4 | 51 | 2 | 0 | 5 | 5 |
| RUTAN DEFIANT 40..... | 4 | 51 | 2 | 0 | 1 | 1 |
| RUTAN KR-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN LONG E Z..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN LONG E-Z..... | 2 | 41 | 1 | 0 | 3 | 3 |
| RUTAN LONG EZ..... | 2 | 41 | 1 | 0 | 23 | 23 |
| RUTAN LONG EZE..... | 2 | 41 | 1 | 0 | 5 | 5 |
| RUTAN LONG EZE 61..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN LONG-EZ..... | 2 | 41 | 1 | 0 | 10 | 10 |
| RUTAN VARI EZE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| RUTAN VARI VIGGEN..... | 2 | 41 | 1 | 0 | 2 | 2 |
| RUTAN VARI-EZE..... | 2 | 41 | 1 | 0 | 8 | 8 |
| RUTAN VARI-VIGGEN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN VARIEZE..... | 2 | 41 | 1 | 0 | 31 | 31 |
| RUTAN VARIVIGGEN..... | 2 | 41 | 1 | 0 | 3 | 3 |
| RUTAN VARIVIGGEN SP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN VERI-EZE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN 77 SOLTAIRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RUTAN-VARIEZE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN/STEICHEN DEFIA..... | 4 | 51 | 2 | 0 | 1 | 1 |
| RV 3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3/A1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 4..... | 2 | 41 | 1 | 0 | 56 | 56 |
| RV 4 200..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| RV 6 | 2 | 41 | 1 | 0 | 2 | 2 |
| RV 6A | 2 | 41 | 1 | 0 | 1 | 1 |
| RV-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| RV-3 | 1 | 41 | 1 | 0 | 81 | 81 |
| RV-3 MODEL 4 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3-A | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3-E | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3-80 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3A | 1 | 41 | 1 | 0 | 13 | 13 |
| RV-3AR | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3B | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3F | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3M | 1 | 41 | 1 | 0 | 2 | 2 |
| RV-3W | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-4 | 2 | 41 | 1 | 0 | 287 | 287 |
| RV-4-180 | 2 | 41 | 1 | 0 | 1 | 1 |
| RV-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-6 | 2 | 41 | 1 | 0 | 81 | 81 |
| RV-6A | 2 | 41 | 1 | 0 | 17 | 17 |
| RV1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3 A | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3-A | 1 | 41 | 1 | 0 | 4 | 4 |
| RV3-528 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3A | 1 | 41 | 1 | 0 | 3 | 3 |
| RV4 | 2 | 41 | 1 | 0 | 10 | 10 |
| RV6-A | 2 | 41 | 1 | 0 | 1 | 1 |
| RWS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RW2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RX 550 | 2 | 41 | 1 | 0 | 1 | 1 |
| RX-550 | 2 | 41 | 1 | 0 | 2 | 2 |
| RX-650 BEAVER | 2 | 41 | 1 | 0 | 1 | 1 |
| RX550 | 2 | 41 | 1 | 0 | 1 | 1 |
| RX550 BEAVER | 2 | 41 | 1 | 0 | 1 | 1 |
| RYAN NYP | 1 | 41 | 1 | 0 | 1 | 1 |
| RYAN NYP-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| RYELONG LE | 2 | 41 | 1 | 0 | 1 | 1 |
| R1 | 2 | 41 | 1 | 0 | 1 | 1 |
| R1U1 | 2 | 41 | 1 | 0 | 1 | 1 |
| S LUCKE S2L | 2 | 41 | 1 | 0 | 1 | 1 |
| S 10 | 2 | 41 | 1 | 0 | 2 | 2 |
| S 100 STROP | 1 | 41 | 1 | 0 | 1 | 1 |
| S 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| S 260-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| S 7 COURIER | 2 | 41 | 1 | 0 | 2 | 2 |
| S 9 | 1 | 41 | 1 | 0 | 1 | 1 |
| S.E. 5A | 1 | 41 | 1 | 0 | 1 | 1 |
| S.E.5A | 1 | 41 | 1 | 0 | 1 | 1 |
| S&S SPECIAL MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| S-STAR JS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1 | 1 | 41 | 1 | 0 | 36 | 36 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| S-1 SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1 TEDDYBEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1-C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1A | 1 | 41 | 1 | 0 | 3 | 3 |
| S-1C | 1 | 41 | 1 | 0 | 69 | 69 |
| S-1C-WM | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1D | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1S | 1 | 41 | 1 | 0 | 10 | 10 |
| S-1W | 1 | 41 | 1 | 0 | 1 | 1 |
| S-10..... | 1 | 41 | 1 | 0 | 2 | 2 |
| S-10 SAKOTA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-12..... | 2 | 41 | 1 | 0 | 3 | 3 |
| S-12 AIRAILE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-12-D..... | 4 | 41 | 1 | 0 | 1 | 1 |
| S-2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| S-2S | 2 | 41 | 1 | 0 | 4 | 4 |
| S-300 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-4..... | 1 | 41 | 1 | 0 | 2 | 2 |
| S-51-D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| S-6 COYOTE II | 2 | 41 | 1 | 0 | 2 | 2 |
| S-6ES COYOTE II | 2 | 41 | 1 | 0 | 1 | 1 |
| S-7..... | 2 | 41 | 1 | 0 | 2 | 2 |
| S-9 CHAOS | 1 | 41 | 1 | 0 | 1 | 1 |
| S-9 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| S/W SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA - 62..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 100..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA 102.5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 300 | 2 | 41 | 1 | 0 | 5 | 5 |
| SA 300-A | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 750 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 900 | 1 | 41 | 1 | 0 | 2 | 2 |
| SA-100..... | 1 | 41 | 1 | 0 | 9 | 9 |
| SA-100 STARDUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-100A | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-102..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-105 CAVALIER | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-11-A | 3 | 41 | 1 | 0 | 2 | 2 |
| SA-11A | 3 | 41 | 1 | 0 | 12 | 12 |
| SA-11A PLAYMATE | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-3A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SA-3B | 2 | 41 | 1 | 0 | 3 | 3 |
| SA-300 | 1 | 41 | 1 | 0 | 32 | 32 |
| SA-6B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-6B FLUT-R-BUG | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-6B FLUTTERBUG | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-7B | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-7D | 1 | 41 | 1 | 0 | 3 | 3 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SA-750..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SABLAR SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SABRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SAC..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SAC - IVW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SACO II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SACO III..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SADLER VAMPIRE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SAFIR 91D..... | 3 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 MUSTANG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 P51..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 SCAL MUSTANG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SAM 41854..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SAMSONG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SANDPIPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SANTIAGO PITTS SIS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SAVILLE HUMMER-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA100..... | 1 | 41 | 1 | 0 | 9 | 9 |
| SA101..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA105..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA11A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| SA3-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA3A..... | 1 | 41 | 1 | 0 | 33 | 33 |
| SA3A PLAYBOY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA3B..... | 1 | 41 | 1 | 0 | 26 | 26 |
| SA300..... | 2 | 41 | 1 | 0 | 14 | 14 |
| SA300 STARDUSTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA300 STARDUSTER TOO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA500L..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA500..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA6B..... | 2 | 41 | 1 | 0 | 20 | 20 |
| SA6B FLUT-R-BUG..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SA7A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA7D..... | 1 | 41 | 1 | 0 | 15 | 15 |
| SA7WR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA700..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SA750 ACRODUSTER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SA900..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SA900 V-STAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SB-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SB-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SB-26..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SB-8..... | 3 | 41 | 1 | 0 | 1 | 1 |
| SBD-3 DAUNTLESS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SBD-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SBII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SC GREAT LAKES 2T1AE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SC 450..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SC-1..... | 1 | 41 | 1 | 0 | 21 | 21 |
| SCALE CORSAIR F4U-1D..... | 1 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCALE TIGER MOTH | 2 | 41 | 1 | 0 | 1 | 1 |
| SCAMP | 1 | 41 | 1 | 0 | 6 | 6 |
| SCAMP BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP BP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP WT-B1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP WT16-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP-A WT-S3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMPY | 2 | 41 | 1 | 0 | 1 | 1 |
| SCAPPY UAC-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCATTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SCEPTRE | 1 | 41 | 1 | 0 | 2 | 2 |
| SCEPTRE I | 1 | 41 | 1 | 0 | 1 | 1 |
| SCHAPEL SA-882 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCHMIDT RV-6S | 2 | 41 | 1 | 0 | 1 | 1 |
| SCODOR III 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCOOTER | 1 | 41 | 1 | 0 | 2 | 2 |
| SCORPIAN 133 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION EXEC | 2 | 41 | 1 | 0 | 1 | 1 |
| SCORPION II | 2 | 41 | 1 | 0 | 1 | 1 |
| SCORPION ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION TOO | 2 | 41 | 1 | 0 | 2 | 2 |
| SCOUT | 1 | 41 | 1 | 0 | 2 | 2 |
| SCOUT S4-C REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SCRAMBALA | 2 | 41 | 1 | 0 | 1 | 1 |
| SCRAPPY U.A.C.200 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCRAPPY-UAC 160 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCUDBUSTER | 2 | 41 | 1 | 0 | 1 | 1 |
| SC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SD-TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| SD-1A | 2 | 41 | 1 | 0 | 3 | 3 |
| SE 5A | 1 | 41 | 1 | 0 | 1 | 1 |
| SE 5A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SE-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| SE-5 A | 1 | 41 | 1 | 0 | 1 | 1 |
| SE-5A | 2 | 41 | 1 | 0 | 5 | 5 |
| SE-5A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SEA HAWK | 2 | 41 | 1 | 0 | 10 | 10 |
| SEA HAWKER | 2 | 41 | 1 | 0 | 11 | 11 |
| SEAFIRE TROJAN TA16 | 4 | 41 | 1 | 0 | 1 | 1 |
| SEAHAWK | 2 | 41 | 1 | 0 | 6 | 6 |
| SEAHAWK COMPOSITE | 2 | 41 | 1 | 0 | 1 | 1 |
| SEAHAWKER | 3 | 41 | 1 | 0 | 7 | 7 |
| SEAWIND 2000 | 4 | 41 | 1 | 0 | 1 | 1 |
| SECA MX AG | 1 | 41 | 1 | 0 | 1 | 1 |
| SEL | 1 | 41 | 1 | 0 | 3 | 3 |
| SEMINOLE RS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SENIOR AERO SPORT | 2 | 41 | 1 | 0 | 4 | 4 |
| SENIOR AERO SPORT 10 | 2 | 41 | 1 | 0 | 1 | 1 |
| SENIOR AERO SPT D260 | 2 | 41 | 1 | 0 | 1 | 1 |

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|-------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SENIOR AEROSPORT | 2 | 41 | 1 | 0 | 2 | 2 |
| SEQUOIA | 4 | 41 | 1 | 0 | 1 | 1 |
| SEQUOIA 300..... | 4 | 41 | 1 | 0 | 2 | 2 |
| SE5-A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SE5-A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SE5-AW | 1 | 41 | 1 | 0 | 1 | 1 |
| SE5A | 1 | 41 | 1 | 0 | 8 | 8 |
| SE5A REPLICA..... | 1 | 41 | 1 | 0 | 8 | 8 |
| SF | 2 | 41 | 1 | 0 | 1 | 1 |
| SF.260B..... | 3 | 41 | 1 | 0 | 2 | 2 |
| SF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SF-2A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SFA | 2 | 41 | 1 | 0 | 1 | 1 |
| SFS1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SF2M | 2 | 41 | 1 | 0 | 1 | 1 |
| SG-1 SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SH | 2 | 41 | 1 | 0 | 1 | 1 |
| SH GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH RG I | 2 | 41 | 1 | 0 | 1 | 1 |
| SH 2 | 2 | 41 | 1 | 0 | 2 | 2 |
| SH 2 R | 2 | 41 | 1 | 0 | 1 | 1 |
| SH 2 RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SH 2R GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-II FT | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SH-2 FT | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2 GLASAIR | 2 | 41 | 1 | 0 | 7 | 7 |
| SH-2 GLASAIR RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2 RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2-TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2R | 2 | 41 | 1 | 0 | 8 | 8 |
| SH-3 STOL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SH-3A | 3 | 41 | 1 | 0 | 1 | 1 |
| SH-3R | 2 | 41 | 1 | 0 | 3 | 3 |
| SHA GLASAIR | 2 | 41 | 1 | 0 | 15 | 15 |
| SHA GLASAIR RG | 2 | 41 | 1 | 0 | 2 | 2 |
| SHA GLASAIR SH-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR SH-2R | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR SH2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR 1 RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA-GLASAIR | 2 | 41 | 1 | 0 | 19 | 19 |
| SHA-GLASAIR JM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA-GLASAIR RG | 2 | 41 | 1 | 0 | 3 | 3 |
| SHADE WING | 2 | 41 | 1 | 0 | 1 | 1 |
| SHADOW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHAMA A | 2 | 41 | 1 | 0 | 1 | 1 |
| SHANE RUNABOUT | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SHARKFIRE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHARP DR90..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHEETS P-47D JR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHIMER SPECIAL 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHIP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING K10..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING RACEPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING S-102..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHORT S-29..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHORT T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SHRIKE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SHULL STEEN SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH2F..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH2R GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SH3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIAl SPORT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIC JM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER..... | 2 | 41 | 1 | 0 | 24 | 24 |
| SIDEWINDER C1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER H..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER HES-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER S-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER SEL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER SW1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER-X..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIERRA STARSHIP..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIEVERS SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SILHOUETTE..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SILHOUETTE SA-60..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SILHOUTTE I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SILOUETTE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SILVER CLOUD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SILVER CONDOR-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIMARD GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIMPLEX L-2 MODIFIED..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SINGLE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SINSKI SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIPLE MODEL A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ-5..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SIROCCO MJ5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ5-J2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ5-K2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ55..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO SN 209 MJ5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SISLER CYGNET SF-2A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SITZ-STARMASTER TOO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SIZZLER..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|-------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SJ-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SK-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKI-FAST..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY BUGGY MOD. A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY COPE SA7D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY DRIFTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY FLY CA65-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY HIKER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY RANGER..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SKY RANGER S C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY RANGER SR11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY SCOUT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY SEEKER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY SKEETER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-CRUISER I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-CRUISER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY-SCOOTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-TIGER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBABY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBIRD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBOAT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT..... | 2 | 41 | 1 | 0 | 109 | 109 |
| SKYBOLT C-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT CS-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT JW-5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT MODEL ONE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT SB2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 1..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SKYBOLT 1-A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SKYBOLT 1976..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 235..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 78-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT-1..... | 2 | 41 | 1 | 0 | 8 | 8 |
| SKYBOLT-180..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT-75..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT/BM..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYCOUPE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SKYCYCLE CABIN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYDOLL..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SKYFLY CA65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHEATER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHOPPER..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SKYHOPPER II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SKYHOPPER MODEL 20..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHOPPER 20..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYJACKER..... | 1 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SKYJACKER II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYLARK II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYOTE..... | 1 | 41 | 1 | 0 | 7 | 7 |
| SKYRAIDER AD-6..... | 1 | 41 | 1 | 0 | 4 | 4 |
| SKYRANGER SC..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SKYSCOOTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYTRADER 800..... | 14 | 51 | 2 | 0 | 1 | 1 |
| SKYWALKER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SK1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SL-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SLC..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SLIPKNOT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SLO VIN FIZ..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SLP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH AJ-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH DSA-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH DSA1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH DSA1 MINIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH M'PLANE DSA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MIMIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MINI DSA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MINI PLANE..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH MINI-PLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH MINIPLANE..... | 1 | 41 | 1 | 0 | 18 | 18 |
| SMITH MINIPLANE DSA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MINIPLANE DSA-..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH MINIPLANE DSAI..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH MINIPLANE DSA1..... | 1 | 41 | 1 | 0 | 13 | 13 |
| SMITH MINPLANE DSA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH SUPER ACRO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH SUPER STOL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH TERMITE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH TERMITE KT-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH TRIKE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH/POWELL MINI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITHS RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITTYS ACRO SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SMOKOVITZ-SPORT..... | 3 | 41 | 1 | 0 | 1 | 1 |
| SMYTH SIDEWINDER..... | 2 | 41 | 1 | 0 | 19 | 19 |
| SMYTHE SIDEWINDER..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SNAPPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNARGASHER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SNJ-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-5C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNOOP II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SNOOP 11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SNOOPY PS1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS..... | 1 | 41 | 1 | 0 | 2 | 2 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SNS IV | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS 8 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-2 GUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-7 | 1 | 41 | 1 | 0 | 6 | 6 |
| SNS-7 HIPERBIPE | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS-7 HYPERBIPE | 2 | 41 | 1 | 0 | 2 | 2 |
| SNS-8 | 1 | 41 | 1 | 0 | 2 | 2 |
| SNS-8 HIPERLIGHT | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-8 HIPERLIGHT EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-8 HYPERLIGHT | 2 | 41 | 1 | 0 | 2 | 2 |
| SNS-9 | 2 | 41 | 1 | 0 | 2 | 2 |
| SNS7 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNYDER CUBY | 1 | 41 | 1 | 0 | 1 | 1 |
| SNYDER SUPER SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| SOL | 2 | 41 | 1 | 0 | 1 | 1 |
| SOLITAIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| SONER●AI | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA I | 2 | 41 | 1 | 0 | 15 | 15 |
| SONERA I - II | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERA I | 1 | 41 | 1 | 0 | 17 | 17 |
| SONERA II | 2 | 41 | 1 | 0 | 124 | 124 |
| SONERA II LT | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II L | 2 | 41 | 1 | 0 | 30 | 30 |
| SONERA II L MODEL B | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II L SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA II LS | 2 | 41 | 1 | 0 | 5 | 5 |
| SONERA II LT | 2 | 41 | 1 | 0 | 5 | 5 |
| SONERA II LTL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II LTS | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II M | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II-L | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II-S2-MLI | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA IIBL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA IIL | 2 | 41 | 1 | 0 | 22 | 22 |
| SONERA IILT | 2 | 41 | 1 | 0 | 3 | 3 |
| SONERA IIL | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA ILL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA IJM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA I LOW WING | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA ILS-II | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA I ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA I TWO | 2 | 41 | 1 | 0 | 5 | 5 |
| SONERA I TWO L | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERA I 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SONERA I 1.5 S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERA I 2 | 2 | 41 | 1 | 0 | 3 | 3 |

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|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SONERAI 2L..... | 2 | 41 | 1 | 0 | 5 | 5 |
| SONERAI 2LT..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERAI 2LTS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-I..... | 1 | 41 | 1 | 0 | 23 | 23 |
| SONERAI-II..... | 2 | 41 | 1 | 0 | 43 | 43 |
| SONERAI-IIB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-IIL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-ONE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-2..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SONERAL II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERIA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA II L..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERIA IIL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERIA-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONGBIRD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONNERAI II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SONNERAL II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH CAMEL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH CAMEL F1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH DOLPHIN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH F.1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH PUP..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SOPWITH TRI-PLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH TRIPLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SOPWITH TYPE 80 LERH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH 1 1/2 STRUTT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH 7F.1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SORD-1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SORRELL EXP 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SORRELL GUPPY SNS-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL HYPERLIGHT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL SNS-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SORRELL SNS-2 GUPPY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL SNS-7..... | 2 | 41 | 1 | 0 | 9 | 9 |
| SORRELL SNS-8..... | 1 | 41 | 1 | 0 | 3 | 3 |
| SORRELL SNS7..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SP-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SP-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPACE WALKER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPACEWALKER..... | 1 | 41 | 1 | 0 | 4 | 4 |
| SPACEWALKER II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SPACEWALKERII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPAD VII..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPAD XIII..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SPAD-XIII C1 FIGHTER..... | 1 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SPANSTARS307..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPARROW HAWK MK II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW HAWK MKII..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SPARROW II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW SPORT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPARROW SS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPCTRUM BEAVER RX550..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEARHEAD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPEC # 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL..... | 2 | 41 | 1 | 0 | 39 | 39 |
| SPECIAL DENINE D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL EDITION..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL GREAT LAKES..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL II..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SPECIAL MODEL A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL NO. 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL RL1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL S-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL S1-S..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SPECIAL Y..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL 001..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECTRUM BEAVER..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SPECTRUM BEAVER550FE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECTRUM RX35..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECTRUM RX550..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIR CAR..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIR CAR S12E..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIRCAR S12DG..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AMPHIB 1-12E..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AMPHIBIAN..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S-12-E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S12-D..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S12-E..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPERRY MESSENGER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO DAL-1..... | 2 | 41 | 1 | 0 | 6 | 6 |
| SPEZIO DAL-1 SPORT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT..... | 2 | 41 | 1 | 0 | 12 | 12 |
| SPEZIO SPORT CB-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT DAL-1..... | 2 | 41 | 1 | 0 | 10 | 10 |
| SPEZIO SPORT P-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT TUHOLER..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SPEZIO TUHOLER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO-TWOHOLER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPICKES SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPIDER 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPIRIT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPIRIT OF ST. LOUIS..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SPIRIT 2180..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SPITFIRE II..... | 2 | 41 | 1 | 0 | 8 | 8 |
| SPITFIRE MARK IX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MK IX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MK 1XE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MKIX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SPORT & OBSERVATION..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORT BIPLANE..... | 2 | 41 | 1 | 0 | 6 | 6 |
| SPORT BIPLANE V-STAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT FAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT PLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT RACER..... | 2 | 41 | 1 | 0 | 5 | 5 |
| SPORT TRAINER..... | 2 | 41 | 1 | 0 | 7 | 7 |
| SPORT TRAINER CUBY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORT 65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORT-A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTAIRE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTS DRIFTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SPORTSMAN VJ-22..... | 2 | 41 | 1 | 0 | 5 | 5 |
| SPORTSMAN VJ22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 2 + 2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 2+2..... | 4 | 41 | 1 | 0 | 6 | 6 |
| SPORTSMAN-22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMaster 150..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPRATT 108..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SPRINT II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SPRINT 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SPRINTER 200 S..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SQ AVN SPAD XIII REP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SR-300..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SRIC..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SRX-1 SKYLARK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SS-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SS-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SS-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SSS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SST-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| ST-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| ST-100..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STAHLTAUBE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STAMPE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STAMPE SV4C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STANDARD J-1..... | 3 | 41 | 1 | 0 | 2 | 2 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| STANLEY SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| STANWALT CA-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STAR DUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STAR DUSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| STAR LITE | 1 | 41 | 1 | 0 | 3 | 3 |
| STAR-LITE | 1 | 41 | 1 | 0 | 22 | 22 |
| STARBRIGHT | 2 | 41 | 1 | 0 | 1 | 1 |
| STARCHER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER | 2 | 41 | 1 | 0 | 3 | 3 |
| STARDUSTER TOO | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER ESA300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER I..... | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER II..... | 2 | 41 | 1 | 0 | 24 | 24 |
| STARDUSTER II SA300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER II MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER II SA-200..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER II SA-300..... | 2 | 41 | 1 | 0 | 7 | 7 |
| STARDUSTER II SA300..... | 2 | 41 | 1 | 0 | 15 | 15 |
| STARDUSTER II TK1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER JSA 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA II | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA 300 | 2 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER SA-100..... | 1 | 41 | 1 | 0 | 25 | 25 |
| STARDUSTER SA-200..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-300..... | 2 | 41 | 1 | 0 | 26 | 26 |
| STARDUSTER SA-300-DA | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA100 | 2 | 41 | 1 | 0 | 5 | 5 |
| STARDUSTER SA100DL | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA300 | 1 | 41 | 1 | 0 | 33 | 33 |
| STARDUSTER SA300X..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SIX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO | 2 | 41 | 1 | 0 | 90 | 90 |
| STARDUSTER TOO A-300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO AS300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO SA-30..... | 1 | 41 | 1 | 0 | 6 | 6 |
| STARDUSTER TOO SA300..... | 2 | 41 | 1 | 0 | 68 | 68 |
| STARDUSTER TOO 300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TVO RGJ6..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TWC | 2 | 41 | 1 | 0 | 11 | 11 |
| STARDUSTER V-STAR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER 100 | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER 2 | 1 | 41 | 1 | 0 | 3 | 3 |
| STARDUSTER-I..... | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER-II SA300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER-TOO-300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARFLIGHT DBL | 2 | 41 | 1 | 0 | 1 | 1 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| STARFLIGHT STILETTO | 2 | 41 | 1 | 0 | 1 | 1 |
| STARFLIGHT XC2000 | 2 | 41 | 1 | 0 | 2 | 2 |
| STARLET | 1 | 41 | 1 | 0 | 2 | 2 |
| STARLET SA-500 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLET SA500 | 1 | 41 | 1 | 0 | 3 | 3 |
| STARLETT SA-500 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARLIGHT XC2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARLING EZ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLITE | 1 | 41 | 1 | 0 | 21 | 21 |
| STARLITE HO9ZZ | 1 | 41 | 1 | 0 | 1 | 1 |
| STARO3/SPECIAL FX | 1 | 41 | 1 | 0 | 1 | 1 |
| STARSHIP ALPHA | 1 | 41 | 1 | 0 | 1 | 1 |
| STAUDACHER 300 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKY BOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT | 2 | 41 | 1 | 0 | 112 | 112 |
| STEEN SKYBOLT #1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT B | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT GT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT GT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT MI-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT 10-260 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT-I | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN-CLARK SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| STEPCHILD 22 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEPHEN AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS ACRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS AKRO | 1 | 41 | 1 | 0 | 6 | 6 |
| STEPHENS AKRO 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS ARKO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS SUPER ACRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS-AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS-EVANS VP2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEVE BARNES RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEVENS | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENS AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENS S-8 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEVENS-DAVIS AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENSACRO LAZER Z | 2 | 41 | 1 | 0 | 1 | 1 |
| STEWART HEADWIND | 1 | 41 | 1 | 0 | 4 | 4 |
| STEWART HEADWIND B | 1 | 41 | 1 | 0 | 2 | 2 |
| STEWART HEADWIND 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEWART S-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEWART S-51B | 2 | 41 | 1 | 0 | 1 | 1 |
| STILETO MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| STILETTO | 1 | 41 | 1 | 0 | 1 | 1 |
| STINGER | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUT-R-BUG SA6 | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUTRBUG SA-6B | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUTTER BUG | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYBOY | 2 | 41 | 1 | 0 | 2 | 2 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| STITS PLAYBOY SA-11A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYBOY SA-3A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| STITS PLAYBOY SA-3B..... | 2 | 41 | 1 | 0 | 3 | 3 |
| STITS PLAYBOY SA3A..... | 1 | 41 | 1 | 0 | 5 | 5 |
| STITS PLAYBOY S1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYMATE..... | 3 | 41 | 1 | 0 | 5 | 5 |
| STITS PLAYMATE SA-11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYMATE SA11A..... | 2 | 41 | 1 | 0 | 10 | 10 |
| STITS PLAYMATE 11-A..... | 3 | 41 | 1 | 0 | 2 | 2 |
| STITS SA 3A PLAYBOY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-11-A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-11A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-3A..... | 1 | 41 | 1 | 0 | 2 | 2 |
| STITS SA-3B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-6B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SA11-A..... | 3 | 41 | 1 | 0 | 1 | 1 |
| STITS SA3-B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SA3A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| STITS SA3B..... | 2 | 41 | 1 | 0 | 7 | 7 |
| STITS SA6B..... | 2 | 41 | 1 | 0 | 5 | 5 |
| STITS SA7D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SKEETO SA-8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SKYCOUPE SA-7D..... | 1 | 41 | 1 | 0 | 3 | 3 |
| STITS SKYCOUPE SA7D..... | 2 | 41 | 1 | 0 | 2 | 2 |
| STITS SPECIAL SA3A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYBOY S-607..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYMATE..... | 3 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYMATE SA11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS SA-11A..... | 3 | 41 | 1 | 0 | 2 | 2 |
| STITTS SA6B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STITTS SA7D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STM 4..... | 2 | 41 | 1 | 0 | 3 | 3 |
| STOD HAMILTON SH3R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STODDARD GLASAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STODDARD HAMILTONSH3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLLE LANCAIR 320..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP ACRODUSTER TOO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP SA-300..... | 2 | 41 | 1 | 0 | 4 | 4 |
| STOLP SA-700..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP SA750..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARDUSTER..... | 2 | 41 | 1 | 0 | 4 | 4 |
| STOLP STARDUSTER II..... | 2 | 41 | 1 | 0 | 3 | 3 |
| STOLP STARDUSTER SA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARDUSTER TOO..... | 2 | 41 | 1 | 0 | 2 | 2 |
| STOLP STARDUSTER TWO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET SASOO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET 500..... | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP V STAR..... | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| STOLP V-STAR | 1 | 41 | 1 | 0 | 2 | 2 |
| STOLP V-STAR SA900 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLWING JS2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STP 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STRADER SUPER STOL | 2 | 41 | 1 | 0 | 1 | 1 |
| STRAWS PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| STREAK SHADOW | 1 | 41 | 1 | 0 | 1 | 1 |
| STREAKER | 1 | 41 | 1 | 0 | 1 | 1 |
| STRETCHED SSE-328 | 3 | 41 | 1 | 0 | 1 | 1 |
| STRIPLIN LONE RANGER | 2 | 41 | 1 | 0 | 1 | 1 |
| STRIPLIN SILVR CLOUD | 2 | 41 | 1 | 0 | 2 | 2 |
| STRIPLIN SKY RANGER | 2 | 41 | 1 | 0 | 1 | 1 |
| STRIPLIN SKYRANGER | 2 | 41 | 1 | 0 | 2 | 2 |
| STROJNIK S2A | 1 | 41 | 1 | 0 | 2 | 2 |
| STUDENT PRINCE | 2 | 41 | 1 | 0 | 2 | 2 |
| STUR001 | 2 | 41 | 1 | 0 | 1 | 1 |
| SU-26M | 1 | 41 | 1 | 0 | 2 | 2 |
| SU-26MX | 1 | 41 | 1 | 0 | 3 | 3 |
| SUGAR BABE | 2 | 41 | 1 | 0 | 1 | 1 |
| SUITE I | 2 | 41 | 1 | 0 | 1 | 1 |
| SULLIVAN 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUN DEVIL | 2 | 41 | 1 | 0 | 1 | 1 |
| SUN RAY | 1 | 41 | 1 | 0 | 1 | 1 |
| SUN RAY 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUN-BIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| SUNBURST | 1 | 41 | 1 | 0 | 1 | 1 |
| SUNDANCE | 2 | 41 | 1 | 0 | 1 | 1 |
| SUNRISE | 1 | 41 | 1 | 0 | 1 | 1 |
| SUNSHINECLIPPER | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER ACRO SPORT | 1 | 41 | 1 | 0 | 10 | 10 |
| SUPER ACRO SPORT I | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER ACRO ZENITH CH | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER AKRO CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER BABY LAKES | 2 | 41 | 1 | 0 | 3 | 3 |
| SUPER BD-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER BOBCAT | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER CAT | 1 | 41 | 1 | 0 | 4 | 4 |
| SUPER COOT-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER CUB | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER CUB REPLICA | 3 | 41 | 1 | 0 | 1 | 1 |
| SUPER CUBY | 2 | 41 | 1 | 0 | 8 | 8 |
| SUPER DIAMANT CP-605 | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER EMERAUDE | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER EMERAUDE CP328 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER FLY | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER GT 400 | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPER GT400 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER J | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER KITTEN | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SUPER KOALA..... | 2 | 41 | 1 | 0 | 9 | 9 |
| SUPER LNA-40..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER MIDGET..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER MIDGET MUSTANG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA 2000..... | 2 | 41 | 1 | 0 | 4 | 4 |
| SUPER PACER II..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER PARASOL..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPER PHANTOM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER PLUS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER PROSPECTOR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER QUICKIE QAC2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER S..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER SKYBOLT I..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER SPORT..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER SPORT TRAINER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER SPORT 150..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER STARDUSTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER STINGER..... | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER T40A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER VAMPIRE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER WAG-A-BOND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER X..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER 18 CUBY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER 24..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPERCAT..... | 1 | 41 | 1 | 0 | 9 | 9 |
| SUPERCAT II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPERCAT X-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPERCUBY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPERFLITE 440..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWACO STAGGERWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWACO-STAGGERWING..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWALLOW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SWALLOW B..... | 1 | 41 | 1 | 0 | 8 | 8 |
| SWALLOW MODEL B..... | 1 | 41 | 1 | 0 | 2 | 2 |
| SWALLOW MODEL 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SWALLOW 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SWEARINGEN SX 300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWEARINGEN SX-300..... | 2 | 41 | 1 | 0 | 3 | 3 |
| SWEARINGEN SX300..... | 2 | 41 | 1 | 0 | 11 | 11 |
| SWENSON..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWICK BC 12-D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SWICK-T..... | 2 | 41 | 1 | 0 | 2 | 2 |
| SWISH II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| SX 300..... | 2 | 41 | 1 | 0 | 5 | 5 |
| SX-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SX-300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SX300..... | 2 | 41 | 1 | 0 | 1 | 1 |
| SX300 SWEARINGEN..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SYLKIE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| S1 PITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| S1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| S1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| S1C | 1 | 41 | 1 | 0 | 9 | 9 |
| S1L | 1 | 41 | 1 | 0 | 1 | 1 |
| S1S | 1 | 41 | 1 | 0 | 4 | 4 |
| S2 | 2 | 41 | 1 | 0 | 2 | 2 |
| S2-E | 2 | 41 | 1 | 0 | 1 | 1 |
| S2-MK.3 | 2 | 41 | 1 | 0 | 1 | 1 |
| S2A | 1 | 41 | 1 | 0 | 1 | 1 |
| S2S PITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| S4 | 4 | 41 | 1 | 0 | 2 | 2 |
| S4B | 1 | 41 | 1 | 0 | 1 | 1 |
| S4C | 1 | 41 | 1 | 0 | 1 | 1 |
| S6ES | 2 | 41 | 1 | 0 | 1 | 1 |
| T BIRD II | 2 | 41 | 1 | 0 | 1 | 1 |
| T BIRD 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| T CRAFT SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| T E A M HI MAX | 1 | 41 | 1 | 0 | 1 | 1 |
| T 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| T 3B-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| T 6D | 2 | 41 | 1 | 0 | 1 | 1 |
| T-AEROW | 2 | 41 | 1 | 0 | 1 | 1 |
| T-BIRD (TIERRA 2) | 2 | 41 | 1 | 0 | 1 | 1 |
| T-BIRD II | 2 | 41 | 1 | 0 | 1 | 1 |
| T-MINUS II | 1 | 41 | 1 | 0 | 1 | 1 |
| T-SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| T-1 | 6 | 41 | 1 | 0 | 1 | 1 |
| T-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-10-S | 3 | 41 | 1 | 0 | 1 | 1 |
| T-18 | 2 | 41 | 1 | 0 | 65 | 65 |
| T-18 MODIFIED | 2 | 41 | 1 | 0 | 2 | 2 |
| T-18 TIGER | 2 | 41 | 1 | 0 | 2 | 2 |
| T-18-A | 2 | 41 | 1 | 0 | 1 | 1 |
| T-18-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-19 SPEEDSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| T-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| T-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28A | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28B | 2 | 41 | 1 | 0 | 3 | 3 |
| T-28C | 2 | 41 | 1 | 0 | 3 | 3 |
| T-28D | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28D-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-40 | 1 | 41 | 1 | 0 | 4 | 4 |
| T-40A | 2 | 41 | 1 | 0 | 3 | 3 |
| T-8F | 2 | 41 | 1 | 0 | 1 | 1 |
| TA 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| TA-16 | 4 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TA-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND | 1 | 41 | 1 | 0 | 5 | 5 |
| TAILWIND A-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND MOD. | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W-10 | 2 | 41 | 1 | 0 | 2 | 2 |
| TAILWIND W-8 | 2 | 41 | 1 | 0 | 17 | 17 |
| TAILWIND WO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W8 | 2 | 41 | 1 | 0 | 2 | 2 |
| TAILWIND W8-L | 1 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W8-10..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TAMPICO TB 9C | 4 | 41 | 1 | 0 | 15 | 15 |
| TANDEM-AIR COMMAND | 2 | 41 | 1 | 0 | 1 | 1 |
| TAPERWING TA1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TASK VANTAGE | 2 | 41 | 1 | 0 | 1 | 1 |
| TATERBUG SB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAWLOR MONOPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR COOT | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR BIRD..... | 2 | 41 | 1 | 0 | 2 | 2 |
| TAYLOR COOT-A | 2 | 41 | 1 | 0 | 2 | 2 |
| TAYLOR FLYBABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MINI-IMP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MIRCO-IMP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLANE..... | 1 | 41 | 1 | 0 | 14 | 14 |
| TAYLOR MONOPLANE JT-..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLANE JT1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLNE GB85 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR TITCH..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TAYLOR TITCH MK-II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR TITCH MK-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR-MONOPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TAYLORCRAFT F19P | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT GJ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TA4J..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TB#1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TB21 | 4 | 41 | 1 | 0 | 19 | 19 |
| TC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TD-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| TE-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TEAL | 2 | 41 | 1 | 0 | 1 | 1 |
| TEAM HI-MAX | 1 | 41 | 1 | 0 | 1 | 1 |
| TEAM INC MINI MAX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEAM MID/WING | 1 | 41 | 1 | 0 | 1 | 1 |
| TEAM MINI MAX | 1 | 41 | 1 | 0 | 1 | 1 |
| TFCUMSEH SPECIAL | 4 | 41 | 1 | 0 | 1 | 1 |
| TEDDY BEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| TEDFORD VARIEZE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TEEMIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENE 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENI TWO | 1 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TEENIE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TEENIE II..... | 1 | 41 | 1 | 0 | 9 | 9 |
| TEENIE R G..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE T-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TOO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO..... | 1 | 41 | 1 | 0 | 63 | 63 |
| TEENIE TWO DD1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO MODEL 2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO SPECIAL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE VEE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE 2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TEENIE-TWO..... | 1 | 41 | 1 | 0 | 4 | 4 |
| TEENIE-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIN TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENY TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEMAN MONO-FLY..... | 1 | 41 | 1 | 0 | 3 | 3 |
| TEMAN MONOFLY..... | 2 | 41 | 1 | 0 | 2 | 2 |
| TEMPLE SPORTSMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TENNIE TOO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TENNIE TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TENNIS TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TENNY II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TERA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TERATORN TA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TERATORN TIERRA..... | 1 | 41 | 1 | 0 | 9 | 9 |
| TERATORN TIERRA I..... | 1 | 41 | 1 | 0 | 3 | 3 |
| TERATORN TIERRA II..... | 2 | 41 | 1 | 0 | 44 | 44 |
| TERATORN-TIERRA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TERATRON ULTRA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TERMITE..... | 1 | 41 | 1 | 0 | 3 | 3 |
| TERMITE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TERRATORN TIERRA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TERRIA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TEXAN PARASOL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEXAS HURRICANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TEXAS REBEL-A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TG-BLU-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THE BLUE MAX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THESIS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| THOMAS MORSE S4C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| THOMPSON EAA BIPLANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| THOMPSON MUSTANG II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP S-18..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T 18..... | 2 | 41 | 1 | 0 | 4 | 4 |
| THORP T 18C W..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T-18..... | 2 | 41 | 1 | 0 | 200 | 200 |
| THORP T-18 MODEL 171..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T-18B..... | 2 | 41 | 1 | 0 | 1 | 1 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| THORP T-18C..... | 2 | 41 | 1 | 0 | 8 | 8 |
| THORP T-18CW..... | 2 | 41 | 1 | 0 | 3 | 3 |
| THORP T18..... | 2 | 41 | 1 | 0 | 3 | 3 |
| THORP T18 CW..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T18CWS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP 211..... | 2 | 41 | 1 | 0 | 2 | 2 |
| THORP-T18..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPE T 18 WC..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPE T-18..... | 2 | 41 | 1 | 0 | 3 | 3 |
| THORPT-18-179..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THROP T-18..... | 2 | 41 | 1 | 0 | 3 | 3 |
| THUNDER GULL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THUNDER HAWK I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| THUNDER P40C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| THUNDERBOLT-CONV..... | 2 | 41 | 1 | 0 | 1 | 1 |
| THUNDERBUG..... | 1 | 41 | 1 | 0 | 2 | 2 |
| THURSTON TA-16H..... | 4 | 41 | 1 | 0 | 1 | 1 |
| TIERA II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA..... | 1 | 41 | 1 | 0 | 9 | 9 |
| TIERRA AG II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA I..... | 1 | 41 | 1 | 0 | 2 | 2 |
| TIERRA II..... | 2 | 41 | 1 | 0 | 102 | 102 |
| TIERRA II 1983..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA II 84..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA TWO..... | 2 | 41 | 1 | 0 | 2 | 2 |
| TIERRA 2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| TIGER BIRD F-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TIGER CUB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TIGER CUB 400..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TIN TERMITE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TINKERTOT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TINNIE-TWO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TINTO SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TINY ACE SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TJ-2..... | 4 | 41 | 1 | 0 | 1 | 1 |
| TL-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TLAR-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TM SPECIAL..... | 3 | 41 | 1 | 0 | 1 | 1 |
| TOADY T-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TOM COX TC7..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TOM LANDHAM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TOMMYS TOY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TOOT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| TOPCAT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TOPPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TORNADO-SPORT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TORO 77-1..... | 2 | 41 | 1 | 0 | 2 | 2 |
| TOWNSEND RV-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| TR MIDGET..... | 1 | 41 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TRAIL AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| TRAIL-AIR | 1 | 41 | 1 | 0 | 1 | 1 |
| TRAVEAIR 4000 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRC-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| TREASURE HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| TREASURE HAWK SP.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TREFGER RV-4 | 2 | 41 | 1 | 0 | 2 | 2 |
| TRI Q CANARDLY | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI Q-200 | 2 | 41 | 1 | 0 | 3 | 3 |
| TRI QUICKIE 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI Q2 | 2 | 41 | 1 | 0 | 2 | 2 |
| TRI Q200 | 2 | 41 | 1 | 0 | 2 | 2 |
| TRI SPIRIT | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI-Q 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI-Q-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI-Q200 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI-RT 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRIDENT T-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TRIPPER | 4 | 41 | 1 | 0 | 1 | 1 |
| TROJAN TA-16 | 4 | 41 | 1 | 0 | 1 | 1 |
| TROJAN-CASSUTT SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| TRU-FLITE TF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRUHILL | 1 | 41 | 1 | 0 | 1 | 1 |
| TRY FLY | 1 | 41 | 1 | 0 | 1 | 1 |
| TS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TSC-1A | 2 | 41 | 1 | 0 | 7 | 7 |
| TSUNAMI | 1 | 41 | 1 | 0 | 1 | 1 |
| TU-HOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| TUBRO GREAT LAKES | 2 | 41 | 1 | 0 | 1 | 1 |
| TUHOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| TUNARA PUP | 2 | 41 | 1 | 0 | 1 | 1 |
| TUNDRA | 2 | 41 | 1 | 0 | 1 | 1 |
| TUNDRAIR KING | 4 | 41 | 1 | 0 | 1 | 1 |
| TURBO KR2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TURBULENT | 2 | 41 | 1 | 0 | 2 | 2 |
| TURBULENT D-31 | 1 | 41 | 1 | 0 | 1 | 1 |
| TURKEY RED | 2 | 41 | 1 | 0 | 1 | 1 |
| TURKEY TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| TURN TURBO MOD. H | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNER SUPER T-40A | 2 | 41 | 1 | 0 | 1 | 1 |
| TURNER T 40A | 2 | 41 | 1 | 0 | 1 | 1 |
| TURNER T-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNER T-40A | 2 | 41 | 1 | 0 | 5 | 5 |
| TURNER T-77 | 2 | 41 | 1 | 0 | 1 | 1 |
| TURNER T40-A | 1 | 41 | 1 | 0 | 2 | 2 |
| TURNER T40A | 2 | 41 | 1 | 0 | 6 | 6 |
| TURNER-MARTIN | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNERCRAFT BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| TUTTLE-GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| TWB | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TWIN SOLO | 2 | 51 | 2 | 0 | 1 | 1 |
| TWIN STAR | 2 | 41 | 1 | 0 | 3 | 3 |
| TWIN STAR MARK II | 2 | 41 | 1 | 0 | 1 | 1 |
| TWIN STAR MK 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWIN STAR MSK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWINSTAR | 2 | 41 | 1 | 0 | 8 | 8 |
| TWINSTAR MARK II | 2 | 41 | 1 | 0 | 4 | 4 |
| TWINSTAR MK II | 2 | 41 | 1 | 0 | 9 | 9 |
| TWINSTAR MK III | 2 | 41 | 1 | 0 | 1 | 1 |
| TWINSTAR MK 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWINSTAR MSK-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWINSTAR TA-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| TWO EASY | 4 | 41 | 1 | 0 | 1 | 1 |
| TWO KITFOX | 2 | 41 | 1 | 0 | 1 | 1 |
| TX-1000 | 1 | 41 | 1 | 0 | 1 | 1 |
| TXF-1 THUNDERHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| TYPE 522 | 2 | 41 | 1 | 0 | 3 | 3 |
| T1 | 1 | 41 | 1 | 0 | 1 | 1 |
| T10 | 2 | 41 | 1 | 0 | 1 | 1 |
| T18J | 2 | 41 | 1 | 0 | 1 | 1 |
| T2S532 | 1 | 41 | 1 | 0 | 1 | 1 |
| T2582 | 2 | 41 | 1 | 0 | 1 | 1 |
| T28D | 2 | 41 | 1 | 0 | 2 | 2 |
| U.F.O. 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| U.S.F.S. 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| U-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| UAC-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| UBF-ZR | 3 | 41 | 1 | 0 | 1 | 1 |
| UFO-9 | 2 | 41 | 1 | 0 | 1 | 1 |
| ULA1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| ULB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULS-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ULTIMATE WINGS PITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTIMATE 10-200 | 1 | 41 | 1 | 0 | 2 | 2 |
| ULTIMATE 10-300 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTIMATE 10-300S | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRA I | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRA-LIGHT | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRA-PUP | 2 | 41 | 1 | 0 | 2 | 2 |
| ULTRABAT | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRALIGHT | 1 | 41 | 1 | 0 | 2 | 2 |
| ULTRALIGHT 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRALITE WIZARD-J3 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRASTAR | 1 | 41 | 1 | 0 | 1 | 1 |
| UPF-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| USA | 1 | 41 | 1 | 0 | 1 | 1 |
| U2 | 4 | 51 | 2 | 0 | 1 | 1 |
| V & R BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| V C A | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| V J SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| V P SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| V 1 | 4 | 41 | 1 | 0 | 1 | 1 |
| V-J-22 | 2 | 41 | 1 | 0 | 2 | 2 |
| V-STAR | 1 | 41 | 1 | 0 | 3 | 3 |
| V-STAR SA-900 | 1 | 41 | 1 | 0 | 2 | 2 |
| V-STAR SA900 | 1 | 41 | 1 | 0 | 2 | 2 |
| V-WITT | 1 | 41 | 1 | 0 | 1 | 1 |
| V-WITT FORMULA VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| V-WITT W2 | 1 | 41 | 1 | 0 | 1 | 1 |
| V-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-20 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-6 STOL | 4 | 41 | 1 | 0 | 1 | 1 |
| V-6 STOL-S | 4 | 41 | 1 | 0 | 1 | 1 |
| V-6STOL MONARCH | 4 | 41 | 1 | 0 | 1 | 1 |
| VAN GRUNSVEN | 2 | 41 | 1 | 0 | 1 | 1 |
| VAN RV-6 | 2 | 41 | 1 | 0 | 3 | 3 |
| VAN WINSON S-1C | 1 | 41 | 1 | 0 | 1 | 1 |
| VAN'S CARL E | 2 | 41 | 1 | 0 | 1 | 1 |
| VAN'S RV-3 | 1 | 41 | 1 | 0 | 8 | 8 |
| VAN'S RV-4 | 2 | 41 | 1 | 0 | 3 | 3 |
| VAN'S RV-6A | 2 | 41 | 1 | 0 | 1 | 1 |
| VANGRUNSVEN RV-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| VANS TOLLE RV-6A | 2 | 41 | 1 | 0 | 1 | 1 |
| VANS AIRCRAFT RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| VANS AIRCRAFT RV-6 | 2 | 41 | 1 | 0 | 2 | 2 |
| VANS KIDD RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| VANS RV 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| VANS RV 4 | 2 | 41 | 1 | 0 | 11 | 11 |
| VANS RV 6 | 2 | 41 | 1 | 0 | 2 | 2 |
| VANS RV 6A | 2 | 41 | 1 | 0 | 1 | 1 |
| VANS RV-3 | 1 | 41 | 1 | 0 | 8 | 8 |
| VANS RV-3A | 1 | 41 | 1 | 0 | 3 | 3 |
| VANS RV-3B | 1 | 41 | 1 | 0 | 1 | 1 |
| VANS RV-4 | 2 | 41 | 1 | 0 | 35 | 35 |
| VANS RV-6 | 2 | 41 | 1 | 0 | 9 | 9 |
| VANS RV-6A | 2 | 41 | 1 | 0 | 4 | 4 |
| VANS-BROWN RV-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| VARI EZ | 2 | 41 | 1 | 0 | 2 | 2 |
| VARI EZE | 2 | 41 | 1 | 0 | 29 | 29 |
| VARI VIGGEN | 2 | 41 | 1 | 0 | 2 | 2 |
| VARI-EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| VARI-EZE | 2 | 41 | 1 | 0 | 112 | 112 |
| VARI-VIGGEN | 2 | 41 | 1 | 0 | 1 | 1 |
| VARI=EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIANT | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIEZ | 1 | 41 | 1 | 0 | 1 | 1 |
| VARIEZ 0-235 | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIEZE | 2 | 41 | 1 | 0 | 343 | 343 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VARIEZE MODEL 100..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIEZE RAF..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN..... | 2 | 41 | 1 | 0 | 13 | 13 |
| VARIVIGGEN JM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN RL-1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN RUTAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN 50-160..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VARIVIGGEN-L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VASAK-BT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VB-4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VCA-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VCA-3A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VELIE BIPLANE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VELOCITY..... | 4 | 41 | 1 | 0 | 30 | 30 |
| VELOCITY FIXED GEAR..... | 4 | 41 | 1 | 0 | 1 | 1 |
| VELOCITY R/G..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VELOCITY RG..... | 4 | 41 | 1 | 0 | 5 | 5 |
| VELOCITY 1..... | 4 | 41 | 1 | 0 | 1 | 1 |
| VELOCITY 173..... | 4 | 41 | 1 | 0 | 1 | 1 |
| VENTURE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VENTURE 20..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VERI EAZY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VERI EZE..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VERI LONG EZE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VERI-EZE..... | 2 | 41 | 1 | 0 | 3 | 3 |
| VERI-EZY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VERIEZE..... | 2 | 41 | 1 | 0 | 7 | 7 |
| VERIVIGGEN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VERY EZY..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VEVA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VICTOR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VIGGENITE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VIKING..... | 4 | 41 | 1 | 0 | 1 | 1 |
| VIKING DRAGONFLY..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VIKING SV-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VINCENT CHALLENGER 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VIPER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VIPER E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ-129..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ-22..... | 2 | 41 | 1 | 0 | 5 | 5 |
| VJ-22 AMPHIBIAN..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VJ-22 SPORTSMAN..... | 2 | 41 | 1 | 0 | 6 | 6 |
| VJ-22B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VJ-24..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ21..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VJ22..... | 2 | 41 | 1 | 0 | 13 | 13 |
| VJ22 AMPHIBIAN..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VJ22 SPORTSMAN..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VJ22-CL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VK 30..... | 4 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VM-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VMK-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VODA KR-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOISIN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOL SPORTSMAN VJ-22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLANTE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE..... | 2 | 41 | 1 | 0 | 11 | 11 |
| VOLKSPLANE DC-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE DP-VP-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE I..... | 1 | 41 | 1 | 0 | 3 | 3 |
| VOLKSPLANE II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPLANE MOD 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE SF-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE V.P-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE VE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE VP-II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| VOLKSPLANE VP-1..... | 1 | 41 | 1 | 0 | 47 | 47 |
| VOLKSPLANE VP-2..... | 2 | 41 | 1 | 0 | 10 | 10 |
| VOLKSPLANE VW..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE WE-1..... | 1 | 41 | 1 | 0 | 4 | 4 |
| VOLKSPLANE 1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| VOLKSPLANE 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE-I..... | 1 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPLANE-II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE-1..... | 1 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPLANE-2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| VOLKSWAGEN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSWUNDER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLMER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER AMPHIBIAN..... | 2 | 41 | 1 | 0 | 3 | 3 |
| VOLMER AMPHIBIAN B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER B1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER JENSEN VJ-24..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLMER SPORTSMAN..... | 2 | 41 | 1 | 0 | 8 | 8 |
| VOLMER SPORTSMAN 22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER SPR SPORTSMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER VJ 22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER VJ-22..... | 2 | 41 | 1 | 0 | 5 | 5 |
| VOLMER VJ22..... | 2 | 41 | 1 | 0 | 3 | 3 |
| VORTA I..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VORTEX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VOSS SKYBOLT-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VP 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VP 2..... | 2 | 41 | 1 | 0 | 3 | 3 |
| VP-II..... | 2 | 41 | 1 | 0 | 4 | 4 |
| VP-1..... | 1 | 41 | 1 | 0 | 22 | 22 |
| VP-1 MODEL WE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-1 OWL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-1 VOLKSPLANE..... | 1 | 41 | 1 | 0 | 2 | 2 |
| VP-1-WE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| VP-1A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-2..... | 2 | 41 | 1 | 0 | 20 | 20 |
| VPA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VPI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VPS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VROMAN CACTUS V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| VS-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VULTURE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| VX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| V6 STOL..... | 4 | 41 | 1 | 0 | 1 | 1 |
| W..... | 1 | 41 | 1 | 0 | 2 | 2 |
| W - 1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W A R A6M5 ZERO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W A R CORSAIR F4U..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W A R F4V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W A R P47..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W A S 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W 8 TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W.A.R. FW 190..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W.A.R. P-47..... | 1 | 41 | 1 | 0 | 2 | 2 |
| W.A.R. REPLICA P-47..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W-H BABY ACE D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-10..... | 2 | 41 | 1 | 0 | 2 | 2 |
| W-10 TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-11 BOREDOM FIGHTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W-2..... | 1 | 41 | 1 | 0 | 2 | 2 |
| W-4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W-6..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-7..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-7 DIPPER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-8..... | 2 | 41 | 1 | 0 | 33 | 33 |
| W-3 TAILWIND..... | 1 | 41 | 1 | 0 | 3 | 3 |
| W-8 WITTMAN TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-8-B TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W-8-E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WA 200..... | 4 | 41 | 1 | 0 | 1 | 1 |
| WACO II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WACO JR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WACO-CTL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG A BON TRAVELER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG A BOND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG A BOND TRAVELER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO..... | 2 | 41 | 1 | 0 | 2 | 2 |
| WAG AERO CUBY..... | 2 | 41 | 1 | 0 | 7 | 7 |
| WAG AERO J3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SPORT TR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SPORT TRAIN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SPORT TRNR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SPORTSMAN..... | 4 | 41 | 1 | 0 | 2 | 2 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WAG AERO SPT TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SUPER CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SUPER SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO WAG-A-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO 2+2 | 2 | 41 | 1 | 0 | 2 | 2 |
| WAG CHUBBY CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-A-BOND | 2 | 41 | 1 | 0 | 4 | 4 |
| WAG-A-BOND TRAVELER | 2 | 41 | 1 | 0 | 4 | 4 |
| WAG-AERO CUBY | 1 | 41 | 1 | 0 | 3 | 3 |
| WAG-AERO CUBY J-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SPORT TR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SPORT TRNR | 2 | 41 | 1 | 0 | 4 | 4 |
| WAG-AERO SPT TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SUPER CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SUPER SPORT | 1 | 41 | 1 | 0 | 2 | 2 |
| WAG-AERO 2+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGA-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGABOND | 1 | 41 | 1 | 0 | 1 | 1 |
| WAGABOND TRAVELER | 2 | 41 | 1 | 0 | 2 | 2 |
| WAGAER SPORTSMAN 2+2 | 4 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SPORT TRNR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SPORTTRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SPTSMAN 2+2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SUP CUBY 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SUPER CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| WALT'S WING S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WALTER HOSTER #1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WANDERER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAR FOCKE-WULF-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR FW-190 | 1 | 41 | 1 | 0 | 2 | 2 |
| WAR F4U CORSAIR | 1 | 41 | 1 | 0 | 3 | 3 |
| WAR P-47 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR P-47D | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR REPLICA FW-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR REPLICA FW190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR THUNDERBOLT | 1 | 41 | 1 | 0 | 1 | 1 |
| WAPD SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WARRENCRAFT L2-S | 1 | 41 | 1 | 0 | 1 | 1 |
| WARRIOR | 2 | 41 | 1 | 0 | 1 | 1 |
| WARWICK BANTAM W-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAS-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| WATER BIRD 100 | 4 | 41 | 1 | 0 | 1 | 1 |
| WATERBURY SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| WATERSPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| WATSON SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| WATSON WINDWAGON | 1 | 41 | 1 | 0 | 1 | 1 |
| WAYNCRAFT 14 | 4 | 41 | 1 | 0 | 1 | 1 |
| WB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WC-8 | 1 | 41 | 1 | 0 | 1 | 1 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WCB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WD | 2 | 41 | 1 | 0 | 1 | 1 |
| WD-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WD-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| WE 1 VOLKSPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| WE-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| WEBB-COBRA | 2 | 41 | 1 | 0 | 1 | 1 |
| WEDELL WILLIAMS | 1 | 41 | 1 | 0 | 1 | 1 |
| WEDELL-WILLIAMS 44 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER | 1 | 41 | 1 | 0 | 5 | 5 |
| WEEDHOPPER B | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER B-JC24 | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER II | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER JC-24-A | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER JC-24B | 1 | 41 | 1 | 0 | 2 | 2 |
| WEEDHOPPER JC24 | 1 | 41 | 1 | 0 | 4 | 4 |
| WEEDHOPPER JC24-B | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA II | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA 2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER WM1 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEKS SOLUTION S1-WS | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEKS SPECIAL S1W | 1 | 41 | 1 | 0 | 1 | 1 |
| WEIL TAPERWING | 1 | 41 | 1 | 0 | 1 | 1 |
| WEINER SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| WELLS CAVALIER SA-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| WELLS FLYBABY 1A | 1 | 41 | 1 | 0 | 1 | 1 |
| WELLS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WENDT TRAVELER | 2 | 41 | 1 | 0 | 3 | 3 |
| WENDT W-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WENOSO | 2 | 41 | 1 | 0 | 1 | 1 |
| WESLEY | 2 | 41 | 1 | 0 | 1 | 1 |
| WESTERN AIR RACING | 1 | 41 | 1 | 0 | 1 | 1 |
| WESTFALL BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| WESTWYND | 1 | 41 | 1 | 0 | 1 | 1 |
| WHATLEY HONEYBEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| WHATLEY SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WHEELER EXPRESS | 4 | 41 | 1 | 0 | 3 | 3 |
| WHELOCK SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| WHIGHAM GW-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| WHING DING II | 1 | 41 | 1 | 0 | 3 | 3 |
| WHISTLER SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| WHITAKER CENTERWING | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITE LIGHT WLAC 1 | 4 | 41 | 1 | 0 | 1 | 1 |
| WHITE LIGHTNING | 4 | 41 | 1 | 0 | 4 | 4 |
| WHITE LIGHTNING WLAC | 4 | 41 | 1 | 0 | 1 | 1 |
| WHITEMAN-PDQ-2-VW | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITMAN W 8 | 2 | 41 | 1 | 0 | 1 | 1 |
| WHITTMAN TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| WHITTMAN W-8 | 2 | 41 | 1 | 0 | 2 | 2 |

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| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WICHAWK..... | 2 | 41 | 1 | 0 | 14 | 14 |
| WIDEBODY LONG EZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WILD TURKEY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILDCAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILEY COTOYE..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WILKIE MK. 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILL CHRIS FLY BABY..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLBIRD NO. 3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WILLBIRD 02..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WILLE SOPWITH TRI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS MODEL 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS PDQ-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS W-17..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIE II..... | 2 | 41 | 1 | 0 | 2 | 2 |
| WILLIE TWO..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILSON CRI CRI..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WILSON XC2000T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WIND WAGON..... | 1 | 41 | 1 | 0 | 2 | 2 |
| WINDRIDER SUPER SPT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WINDROSE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WINDWAGON..... | 1 | 41 | 1 | 0 | 11 | 11 |
| WINDY TWO..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WINSTEAD SPECIAL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WIRTH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITT'S V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTER BOBCAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN FORMULA V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN MIDWING..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND..... | 2 | 41 | 1 | 0 | 8 | 8 |
| WITTMAN TAILWIND A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND W-8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND W-8..... | 2 | 41 | 1 | 0 | 24 | 24 |
| WITTMAN TAILWIND W10..... | 2 | 41 | 1 | 0 | 3 | 3 |
| WITTMAN TAILWIND W8..... | 1 | 41 | 1 | 0 | 4 | 4 |
| WITTMAN TAILWIND W8A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND W8M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND-W-8..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN W-10..... | 2 | 41 | 1 | 0 | 6 | 6 |
| WITTMAN W-8..... | 1 | 41 | 1 | 0 | 6 | 6 |
| WITTMAN W-8 TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN W-8-ES1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMANW-10..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WITWER 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD J3BK 400..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD J3BR377..... | 1 | 41 | 1 | 0 | 2 | 2 |
| WIZARD SKYTRACTOR..... | 1 | 41 | 1 | 0 | 2 | 2 |
| WIZARD ST-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T-38..... | 2 | 41 | 1 | 0 | 4 | 4 |

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|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WIZARD T-38-BR503 | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38-BR503..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38B..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38BR503..... | 1 | 41 | 1 | 0 | 5 | 5 |
| WIZARD V3B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD V3BR377..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WJB-1 AMPHIBIAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WLAC-1..... | 4 | 41 | 1 | 0 | 4 | 4 |
| WL4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WM-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOHLERS FALCO F.8L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOLF BOREDOME FIGHTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF W II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF W-II BOREDOME..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF W-11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF-SAMSON..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOLFENPUP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODEN BABY A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODS PUSHER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODSTOCK..... | 1 | 41 | 1 | 0 | 2 | 2 |
| WOODY PUSHER..... | 2 | 41 | 1 | 0 | 15 | 15 |
| WOODY PUSHER WAS-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODY PUSHER WAS2-DG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY PUSHER 284..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY-PUSHER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY'S PUSHER WAS-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY'S PUSHER 1972..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODYS PUSHER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WPI..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WR-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| WR-3..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT B FLYER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT EX..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT MODEL-B 1911..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT RANS S-10..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WS-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WS-15-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WSA-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WSP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WS2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WT-16-3 SCAMP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WT-2S CHINOOK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WT-53..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WULF BD-5..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WV..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WW-1..... | 1 | 41 | 1 | 0 | 3 | 3 |
| WXB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| WXM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| WYP-1..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| W8-L..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W8C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| W8L..... | 2 | 41 | 1 | 0 | 3 | 3 |
| W9 TAILWIND..... | 2 | 41 | 1 | 0 | 1 | 1 |
| W9L..... | 2 | 41 | 1 | 0 | 2 | 2 |
| X LONG EZ..... | 2 | 41 | 1 | 0 | 1 | 1 |
| X-P DRIFTER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| X-WIND..... | 1 | 41 | 1 | 0 | 1 | 1 |
| X-11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| X-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| XA 650..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XA-650..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XC-2000T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XC2000T..... | 2 | 41 | 1 | 0 | 3 | 3 |
| XC280..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XF4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XI AM II..... | 1 | 41 | 1 | 0 | 1 | 1 |
| XM-4..... | 2 | 51 | 8 | 0 | 1 | 1 |
| XP 503..... | 2 | 41 | 1 | 0 | 5 | 5 |
| XP-S1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| XP-23 HAWK..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XP-503..... | 2 | 41 | 1 | 0 | 3 | 3 |
| XPA-11..... | 2 | 41 | 1 | 0 | 2 | 2 |
| XPS 1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| XP503..... | 2 | 41 | 1 | 0 | 3 | 3 |
| XP503 DRIFTER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XP503 MAXAIR DRIFTER..... | 1 | 41 | 1 | 0 | 2 | 2 |
| XST-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XTC..... | 1 | 41 | 1 | 0 | 12 | 12 |
| XTC AMPHIBIAN..... | 1 | 41 | 1 | 0 | 2 | 2 |
| XTC-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| XW21 GOLDEN ORIOLE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| X1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| X2T-1T..... | 2 | 41 | 1 | 0 | 1 | 1 |
| X4..... | 2 | 41 | 1 | 0 | 1 | 1 |
| X5..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YA-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| YAK C-11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| YAK 11..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YAK 18..... | 4 | 41 | 1 | 0 | 3 | 3 |
| YAK 50..... | 1 | 41 | 1 | 0 | 2 | 2 |
| YAK-11..... | 2 | 41 | 1 | 0 | 5 | 5 |
| YAK-11-R2000..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YAK-3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YAK-50..... | 1 | 41 | 1 | 0 | 4 | 4 |
| YAKOLEV YAK 11..... | 2 | 41 | 1 | 0 | 1 | 1 |
| YANKEE SPIRIT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| YELLOW BIRD..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YF-80A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| YOUNG CHAMPION-1..... | 2 | 41 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| YOUNG TURBO CRUISER | 4 | 41 | 1 | 0 | 1 | 1 |
| Z | 1 | 41 | 1 | 0 | 2 | 2 |
| Z-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| Z-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| Z-200 LAZER | 1 | 41 | 1 | 0 | 1 | 1 |
| Z-226T | 2 | 41 | 1 | 0 | 1 | 1 |
| Z-326 | 2 | 41 | 1 | 0 | 1 | 1 |
| Z-37A | 2 | 41 | 1 | 0 | 2 | 2 |
| Z-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| ZBS BREEZY | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH 250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH 701 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENAIR CH-250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH-701 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENAIR CH200 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH701 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENAIR CH701 STOL | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CRI CRI | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CRICKET | 1 | 51 | 2 | 0 | 1 | 1 |
| ZENAIR CRICKET MC-12 | 1 | 51 | 2 | 0 | 3 | 3 |
| ZENAIR MC12 | 1 | 51 | 2 | 0 | 1 | 1 |
| ZENAIR STOL CH701 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENAIR STOL 701 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENAIR TRI-Z CH-300 | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR ZODIAC CH600 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR 250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR 701 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENAIR-ZODIAC | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH | 2 | 41 | 1 | 0 | 4 | 4 |
| ZENITH CH 200 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENITH CH-200 | 2 | 41 | 1 | 0 | 4 | 4 |
| ZENITH CH-250 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENITH CH-250M | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH-300 | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH150 | 1 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH200 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH TRI Z | 3 | 41 | 1 | 0 | 2 | 2 |
| ZENITH TRI-Z | 4 | 41 | 1 | 0 | 1 | 1 |
| ZENITH 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENITH 250 | 2 | 41 | 1 | 0 | 4 | 4 |
| ZENZIR STOL CH701 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZIMLEA ZL-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZIPPY SPORT | 1 | 41 | 1 | 0 | 5 | 5 |
| ZKC-S | 5 | 41 | 1 | 0 | 1 | 1 |
| ZLIN Z50 LS | 1 | 41 | 1 | 0 | 2 | 2 |
| ZLIN 526 AFS | 1 | 41 | 1 | 0 | 2 | 2 |
| 0 | 1 | 41 | 1 | 0 | 1 | 1 |
| 0-58B | 2 | 41 | 1 | 0 | 1 | 1 |
| 001 | 1 | 41 | 1 | 0 | 2 | 2 |

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| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 001TD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 01..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 0360..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1..... | 2 | 41 | 1 | 0 | 46 | 46 |
| 1.131 BUCKNERJUNGMAN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1-A..... | 1 | 41 | 1 | 0 | 11 | 11 |
| 1-B..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 1-C..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 1-PCLM..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-SMC..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1/2 F4U-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1/2 SCALE CORSAIR..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1/2 SCALE P-47..... | 1 | 41 | 1 | 0 | 3 | 3 |
| 1A..... | 1 | 41 | 1 | 0 | 36 | 36 |
| 1A-BIS..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1A375G..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1C..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 1C MODIFIED..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1ST STRIKES SUPERCAT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1V..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 10..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 10-200..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 100..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 100C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 100D2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 100L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1002..... | 4 | 41 | 1 | 0 | 2 | 2 |
| 1004..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 101..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 102 5 CAVALIER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 103..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 104..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 105..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 106..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 11-08-54..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 11MT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1101..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 111M..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 111M CASSUT..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 111M2..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 123 AD STEEN..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 125..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 131..... | 1 | 41 | 1 | 0 | 14 | 14 |
| 131A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 133..... | 1 | 41 | 1 | 0 | 3 | 3 |
| 133 JUNGMEISTER..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 133C..... | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 140..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 15-200A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 15-9..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 150..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 158-8..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 17..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 17A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 17C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 170B..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 171..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 179..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 180-KII..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 182F..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 19-25 SKYROCKET II..... | 6 | 41 | 1 | 0 | 1 | 1 |
| 190-A3..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 190A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 191-4..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 1910..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 1910 CURTISS PUSHER..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 BELLANCA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 CURTISS MODEL D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 WRIGHT EX..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911-C..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1912..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 1912 A-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1912 BELLANCA REP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1916 SE-5A REPLICA..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1917 NUEPORT 24 REP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1918-1A..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1928 MONOCOUE 70..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1933..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1937..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1961..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1966..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1967..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1968..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 1976 ICARUS V..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1980 KR-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 1989 BEE-1..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 1990 STEEN SKYBOLT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2..... | 2 | 41 | 1 | 0 | 11 | 11 |
| 2+2 SPORTSMAN..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2-POLB..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2-250..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 P 51D..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 P-51B/C MUSTANG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2/3 REP. CURTIS P-40..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 SCALE CUB..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 SOPWITH CAMEL..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 TRAVEL AIR 4000..... | 3 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 2A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2R65..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T 1A 2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T-1A-E..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 2T-1A-2..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T-1B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 2T-1L..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T-1R..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 20..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 200..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 201..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 22..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 222..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 225..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 235 LANCAIR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 245..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 260..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 277..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 280..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 280C..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 280SS..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 3..... | 2 | 51 | 2 | 0 | 6 | 6 |
| 3/4 P51 MUSTANG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-40..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-51..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SOPWITH PUP..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 3A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 3A HOMEBUILT..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 3D-2..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 3RG..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 300..... | 1 | 41 | 1 | 0 | 7 | 7 |
| 301 WH..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 320..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 3202..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 4..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 4/5 SCALE SE5A..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 4M..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 400..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 410..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 415-CD..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 4500-300-II..... | 2 | 51 | 2 | 0 | 1 | 1 |
| 460..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 5 F6F - 5..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 5/8 HAWKER HURRICANE..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 5C3..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 500..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 5151..... | 1 | 41 | 1 | 0 | 7 | 7 |
| 5151 MUSTANG..... | 1 | 41 | 1 | 0 | 7 | 7 |
| 5151 RG..... | 1 | 41 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—PISTON
AS OF DECEMBER 31, 1991**

| Model/Series | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 526F..... | 2 | 41 | 1 | 0 | 3 | 3 |
| 526L..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 532 ROTAX BOMBARDIER..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 600-S2R..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 625-HH..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 65-CA..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 66..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 7..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 7/10 SCALE P-51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 7AC..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 7DC-CONV..... | 3 | 41 | 1 | 0 | 1 | 1 |
| 7029K 306-B..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 72..... | 4 | 41 | 1 | 0 | 1 | 1 |
| 75 P51D..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 77..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 77 FGR II..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 8-W MODIFIED..... | 1 | 41 | 1 | 0 | 2 | 2 |
| 8A..... | 2 | 41 | 1 | 0 | 2 | 2 |
| 8E..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 8KCAB..... | 1 | 41 | 1 | 0 | 10 | 10 |
| 81-2-LR..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 82DL..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 83BT..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 9-260L..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 9NF..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 90..... | 2 | 41 | 1 | 0 | 1 | 1 |
| 90 CDG..... | 1 | 41 | 1 | 0 | 1 | 1 |
| 91 AVID C-1..... | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG..... | — | 41 | — | 0 | 17,557 | 17,557 |
| F/W MULTI REC. ENG..... | — | 51 | — | 0 | 62 | 62 |
| TOTAL..... | — | — | — | — | 0 | 17,619 |
| | | | | | | 17,619 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—TURBINE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ACROJET SPECIAL..... | 1 | 44 | 1 | 0 | 1 | 1 |
| AEROJET SPECIAL..... | 1 | 44 | 1 | 0 | 2 | 2 |
| AR 404..... | 29 | 52 | 4 | 0 | 5 | 5 |
| AT-502..... | 1 | 42 | 1 | 0 | 100 | 100 |
| AT-503A..... | 2 | 42 | 1 | 0 | 2 | 2 |
| AVID AMPHIBIAN..... | 3 | 43 | 1 | 0 | 1 | 1 |
| A32A LANSEN..... | 2 | 44 | 1 | 0 | 1 | 1 |
| A4-B..... | 1 | 44 | 1 | 0 | 1 | 1 |
| A4D-2..... | 1 | 44 | 1 | 0 | 1 | 1 |
| BD 5J..... | 1 | 44 | 1 | 0 | 1 | 1 |
| BD-5J..... | 1 | 44 | 1 | 0 | 5 | 5 |
| BRITTEN NORMAN BN 2T..... | 18 | 52 | 2 | 0 | 1 | 1 |
| BURGESS BUCKER..... | 1 | 42 | 1 | 0 | 1 | 1 |
| C-3605..... | 2 | 42 | 1 | 0 | 2 | 2 |
| CANBERRA B. MK. 20..... | 3 | 54 | 2 | 0 | 1 | 1 |
| CIRRUS..... | 6 | 42 | 1 | 0 | 1 | 1 |
| CL-13B SABRE MK6..... | 1 | 44 | 1 | 0 | 1 | 1 |
| CL-600-2B16..... | 21 | 54 | 2 | 0 | 70 | 70 |
| CL41G..... | 2 | 42 | 1 | 0 | 3 | 3 |
| CM 170 MAGISTER..... | 2 | 54 | 2 | 0 | 11 | 11 |
| CM 170R MAGISTER..... | 2 | 54 | 2 | 0 | 18 | 18 |
| CONVAIR 640..... | 1 | 52 | 2 | 0 | 1 | 1 |
| COUGAR F-9-F8T..... | 2 | 44 | 1 | 0 | 1 | 1 |
| CWF86-F-30-NA..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F-4C..... | 2 | 54 | 2 | 0 | 2 | 2 |
| F100A..... | 1 | 44 | 1 | 0 | 1 | 1 |
| F406/CARAVAN II..... | 11 | 52 | 2 | 0 | 19 | 19 |
| G-IV..... | 22 | 54 | 2 | 0 | 123 | 123 |
| GALEB G-2..... | 2 | 44 | 1 | 0 | 4 | 4 |
| GALEB G2-A..... | 2 | 44 | 1 | 0 | 2 | 2 |
| GNAT..... | 1 | 44 | 1 | 0 | 1 | 1 |
| GNAT T 1..... | 2 | 44 | 1 | 0 | 13 | 13 |
| HA-200 SAETA..... | 2 | 54 | 2 | 0 | 40 | 40 |
| HUNTER TMK53..... | 2 | 44 | 1 | 0 | 1 | 1 |
| JJ-5 (MIG-17-UTI)..... | 2 | 44 | 1 | 0 | 1 | 1 |
| JW-1..... | 1 | 44 | 1 | 0 | 1 | 1 |
| J35 DRAGEN..... | 1 | 44 | 1 | 0 | 1 | 1 |
| J35F-2..... | 1 | 44 | 1 | 0 | 1 | 1 |
| KITFOX..... | 2 | 43 | 1 | 0 | 1 | 1 |
| KOLB MARK III..... | 2 | 43 | 1 | 0 | 1 | 1 |
| L-29 DELFIN..... | 2 | 44 | 1 | 0 | 14 | 14 |
| L-39 ALBATROS..... | 2 | 44 | 1 | 0 | 5 | 5 |
| LANCAIR IV..... | 4 | 42 | 1 | 0 | 1 | 1 |
| LF 2100..... | 9 | 52 | 2 | 0 | 3 | 3 |
| LT-33..... | 2 | 44 | 1 | 0 | 1 | 1 |
| MARVEL..... | 2 | 42 | 1 | 0 | 1 | 1 |
| MIG 15..... | 1 | 44 | 1 | 0 | 1 | 1 |
| MIG 15UTI..... | 1 | 44 | 1 | 0 | 10 | 10 |
| MIG 17 SHENGYANG F4..... | 1 | 44 | 1 | 0 | 1 | 1 |
| MIG 21 U..... | 1 | 44 | 1 | 0 | 2 | 2 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—TURBINE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MIG 21 PF..... | 1 | 44 | 1 | 0 | 4 | 4 |
| MIG-15BIS..... | 1 | 44 | 1 | 0 | 4 | 4 |
| MJ 90..... | 1 | 44 | 1 | 0 | 1 | 1 |
| MT-33..... | 2 | 44 | 1 | 0 | 1 | 1 |
| NDN-1T FIRECRACKER..... | 2 | 42 | 1 | 0 | 1 | 1 |
| OMAC LASER 300..... | 7 | 42 | 1 | 0 | 1 | 1 |
| PA-48..... | 1 | 42 | 1 | 0 | 2 | 2 |
| ROCKWELL T-2B..... | 2 | 54 | 2 | 0 | 1 | 1 |
| S-14..... | 2 | 43 | 1 | 0 | 1 | 1 |
| SA32-T..... | 2 | 42 | 1 | 0 | 1 | 1 |
| SJ30..... | 2 | 54 | 2 | 0 | 1 | 1 |
| SOLAR CHALLENGER..... | 1 | 49 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-300..... | 2 | 42 | 1 | 0 | 1 | 1 |
| S2R-T65..... | 2 | 42 | 1 | 0 | 11 | 11 |
| S2RHG-T65..... | 2 | 42 | 1 | 0 | 1 | 1 |
| T-BIRD..... | 2 | 44 | 1 | 0 | 4 | 4 |
| T-37B..... | 2 | 54 | 2 | 0 | 1 | 1 |
| TB21TC..... | 4 | 42 | 1 | 0 | 7 | 7 |
| T33A..... | 2 | 44 | 1 | 0 | 1 | 1 |
| XP-99..... | 6 | 42 | 1 | 0 | 1 | 1 |
| 115-6.85..... | 11 | 52 | 2 | 0 | 1 | 1 |
| 133..... | 2 | 52 | 2 | 0 | 1 | 1 |
| 143..... | 2 | 54 | 2 | 0 | 1 | 1 |
| 144..... | 2 | 42 | 1 | 0 | 1 | 1 |
| 151..... | 1 | 44 | 1 | 0 | 1 | 1 |
| 2000..... | 11 | 52 | 2 | 0 | 18 | 18 |
| 400..... | 3 | 55 | 2 | 0 | 1 | 1 |
| 44..... | 8 | 52 | 2 | 0 | 1 | 1 |
| 441..... | 10 | 52 | 2 | 0 | 1 | 1 |
| 695B..... | 11 | 52 | 2 | 0 | 2 | 2 |
| F/W S-ENG TURBOPROP..... | | 42 | | 0 | 138 | 138 |
| F/W S-ENG TURBOSHAFT..... | | 43 | | 0 | 4 | 4 |
| F/W S-ENG TURBOJET..... | | 44 | | 0 | 91 | 91 |
| F/W S-ENG TURB UNKN..... | | 49 | | 0 | 1 | 1 |
| F/W MULTI TURBOPROP..... | | 52 | | 0 | 53 | 53 |
| F/W MULTI TURBOJET..... | | 54 | | 0 | 269 | 269 |
| TOTAL..... | | | | 0 | 556 | 556 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| # 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| A | 2 | 61 | 1 | 0 | 2 | 2 |
| AC-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| AG-1A GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| AH 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| AIR COMM 532 ELITE | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND | 2 | 61 | 1 | 0 | 11 | 11 |
| AIR COMMAND ELITE | 2 | 61 | 1 | 0 | 3 | 3 |
| AIR COMMAND ELITE532 | 1 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMAND GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND SPORT | 2 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMAND 1000 | 1 | 61 | 1 | 0 | 3 | 3 |
| AIR COMMAND 447 | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND 503 | 1 | 61 | 1 | 0 | 8 | 8 |
| AIR COMMAND 532 | 1 | 61 | 1 | 0 | 29 | 29 |
| AIR COMMAND 532 EL | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND 532ELITE | 1 | 61 | 1 | 0 | 9 | 9 |
| AIR COMMAND 582 | 2 | 61 | 1 | 0 | 4 | 4 |
| AIR COMMANDER | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMANDER 503 | 1 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMANDER 532 | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND500 | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR JET | 4 | 61 | 1 | 0 | 1 | 1 |
| AIRCOMMAND 532 ELITE | 1 | 61 | 1 | 0 | 3 | 3 |
| ALDERFER GYROPLANE | 2 | 61 | 1 | 0 | 2 | 2 |
| ALLEN B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| ALLEN CRAFT TWO | 2 | 61 | 1 | 0 | 1 | 1 |
| ANGEL | 1 | 61 | 1 | 0 | 1 | 1 |
| AUTOGYRO | 1 | 61 | 1 | 0 | 4 | 4 |
| AVENGER | 1 | 61 | 1 | 0 | 1 | 1 |
| AVENGER GYRO PLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| AVENGER GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| AVENGER 7711 | 2 | 61 | 1 | 0 | 1 | 1 |
| AZTEC 582 | 2 | 61 | 1 | 0 | 1 | 1 |
| A184 | 2 | 61 | 1 | 0 | 1 | 1 |
| A3 | 1 | 61 | 1 | 0 | 1 | 1 |
| A4 | 1 | 61 | 1 | 0 | 1 | 1 |
| B | 2 | 61 | 1 | 0 | 1 | 1 |
| B W ROTORCRAFT | 1 | 63 | 2 | 0 | 1 | 1 |
| B 8M | 1 | 61 | 1 | 0 | 5 | 5 |
| B&W #5 GIRO COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| B-B-1950-66 | 1 | 61 | 1 | 0 | 1 | 1 |
| B-1-P GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7 | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7-M | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7M | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7MC | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8 | 1 | 61 | 1 | 0 | 12 | 12 |
| B-8 GYROCOPTER | 1 | 61 | 1 | 0 | 3 | 3 |
| B-8 VW | 1 | 61 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| B-8-M | 1 | 61 | 1 | 0 | 4 | 4 |
| B-8-M-J | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8-VW | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8F | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8GD | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8H | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8M | 1 | 61 | 1 | 0 | 262 | 262 |
| B-8M GYROCOPTER | 1 | 61 | 1 | 0 | 5 | 5 |
| B-8M MODIFIED | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MAJ | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8ME | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MEJ | 1 | 61 | 1 | 0 | 3 | 3 |
| B-8MG | 1 | 61 | 1 | 0 | 4 | 4 |
| B-8MJ | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MJ 4318A | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MV | 1 | 61 | 1 | 0 | 2 | 2 |
| B-8MW | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8TC | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8V | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8W | 1 | 61 | 1 | 0 | 1 | 1 |
| B-80 | 1 | 61 | 1 | 0 | 12 | 12 |
| B-80A | 1 | 61 | 1 | 0 | 2 | 2 |
| B-80M | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNET | 2 | 61 | 1 | 0 | 1 | 1 |
| BARNETT | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-3M | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-4-B GYROPL | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J3M | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J4B | 1 | 61 | 1 | 0 | 6 | 6 |
| BARNETT J4B-2 | 2 | 61 | 1 | 0 | 2 | 2 |
| BARNETT J4B2 | 2 | 61 | 1 | 0 | 1 | 1 |
| BARNETT BG5 | 1 | 61 | 1 | 0 | 1 | 1 |
| BB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN | 1 | 61 | 1 | 0 | 7 | 7 |
| BENSEN AUTO-GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B M W | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 8M | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 8M GYROCOPT | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 80 | 1 | 61 | 1 | 0 | 4 | 4 |
| BENSEN B-7 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8 | 1 | 61 | 1 | 0 | 15 | 15 |
| BENSEN B-8-M | 1 | 61 | 1 | 0 | 2 | 2 |
| BENSEN B-8-VW | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8CBG-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8M | 1 | 61 | 1 | 0 | 127 | 127 |
| BENSEN B-8ME | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8MEJ | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8MG | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B-8VW | 1 | 61 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BENSEN B-80..... | 1 | 61 | 1 | 0 | 14 | 14 |
| BENSEN B-80A..... | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B-80M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN BM 8..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN BM-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN BM-8..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B7M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B7MC..... | 1 | 61 | 1 | 0 | 4 | 4 |
| BENSEN B8..... | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSEN B8 GYROGLIDER..... | 1 | 61 | 1 | 1 | 1 | 2 |
| BENSEN B8-M..... | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B8B..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8M..... | 1 | 61 | 1 | 0 | 67 | 67 |
| BENSEN B8M GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8M PYLE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8MG..... | 1 | 61 | 1 | 0 | 4 | 4 |
| BENSEN B8MV..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B80..... | 1 | 61 | 1 | 0 | 7 | 7 |
| BENSEN GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYRO-COPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYROCOPTER..... | 1 | 61 | 1 | 0 | 8 | 8 |
| BENSEN GYROCOPTER B..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYROPLANE..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSEN ROTORCRAFT..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN TYPE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8-M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8B..... | 1 | 61 | 1 | 0 | 2 | 2 |
| BENSEN 8MKCU..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8MKDLX..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN-BROCK..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN-B8MJ..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN/KEFAUVER B80..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON AUTO GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON B-8M..... | 1 | 61 | 1 | 0 | 6 | 6 |
| BENSON B-80..... | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSON B-81..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON BM80..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSON B8..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON B8M..... | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSON GYROCOPTER..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSON GYROPLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON/BROCK GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BENTLEY GYROPLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BESEN B8MV..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BETTIS 1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BG5..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BG5 GYRACAR..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BG5 GYRACAR BARRETT..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BKB2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BMA7872848..... | 1 | 61 | 1 | 0 | 1 | 1 |

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AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BOBS EXEC..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BP GYRO..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BROCK KB2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BUMBLE BEE 500..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BUMBLEBEE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BURTON SKY PONEY BG2..... | 2 | 61 | 1 | 0 | 1 | 1 |
| BVW-3..... | 1 | 61 | 1 | 0 | 1 | 1 |
| BW-01..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B7-B8 GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B7-M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8 GYROCOPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8 MOD GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8-M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8-M-V-4..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8C..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M..... | 1 | 61 | 1 | 0 | 31 | 31 |
| B8M GIROPLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M GYROCOPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M LIPE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8ME..... | 1 | 61 | 1 | 0 | 2 | 2 |
| B8MG..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8MJ..... | 1 | 61 | 1 | 0 | 1 | 1 |
| B8MV..... | 1 | 61 | 1 | 0 | 3 | 3 |
| B8W HYDROGLIDER..... | 1 | 60 | 0 | 1 | 0 | 1 |
| B80..... | 1 | 61 | 1 | 0 | 2 | 2 |
| C..... | 1 | 61 | 1 | 0 | 2 | 2 |
| CACEK-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| CG-200..... | 2 | 61 | 1 | 0 | 1 | 1 |
| CHARLET 1..... | 2 | 61 | 1 | 0 | 1 | 1 |
| CHARLIE I..... | 1 | 61 | 1 | 0 | 1 | 1 |
| CHI..... | 1 | 61 | 2 | 0 | 1 | 1 |
| CHI ATI..... | 1 | 61 | 1 | 0 | 1 | 1 |
| CHOPPER II..... | 2 | 61 | 1 | 0 | 1 | 1 |
| CHOPPY MPI..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER ELITE..... | 1 | 61 | 1 | 0 | 4 | 4 |
| COMMANDER TANDEM..... | 2 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER 447..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER 500..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER 503..... | 1 | 61 | 1 | 0 | 2 | 2 |
| COMMANDER 532..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER 582..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER532 ELITE 2..... | 2 | 61 | 1 | 0 | 2 | 2 |
| COMMUTER II..... | 2 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER IIA..... | 2 | 61 | 1 | 0 | 2 | 2 |
| COMMUTER IIA/B..... | 2 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER IIB..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER JR..... | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER JR..... | 1 | 61 | 1 | 0 | 1 | 1 |

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AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| COMMUTER 2A | 2 | 61 | 1 | 0 | 1 | 1 |
| CORDON GP-2..... | 2 | 61 | 1 | 0 | 1 | 1 |
| CP-16 | 1 | 61 | 1 | 0 | 1 | 1 |
| CRAFT GYROPLANE 200 | 2 | 61 | 1 | 0 | 1 | 1 |
| CRM 1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| CYGNUS 21 | 1 | 61 | 1 | 0 | 1 | 1 |
| DAKI 530Z/IKENGA | 1 | 61 | 1 | 0 | 1 | 1 |
| DART II..... | 1 | 61 | 1 | 0 | 1 | 1 |
| DB-1 | 2 | 61 | 1 | 0 | 1 | 1 |
| DD MODEL B..... | 2 | 61 | 1 | 0 | 1 | 1 |
| DD MODEL C..... | 2 | 61 | 1 | 0 | 1 | 1 |
| DHG B-8M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| DLC1 | 1 | 61 | 1 | 0 | 1 | 1 |
| DOUBLE DUBER | 2 | 61 | 1 | 0 | 1 | 1 |
| DR EXEC..... | 2 | 61 | 1 | 0 | 1 | 1 |
| DRONE..... | 1 | 63 | 2 | 0 | 1 | 1 |
| E L TOM CAT MK-5A | 1 | 61 | 1 | 0 | 1 | 1 |
| EAA-3..... | 2 | 61 | 1 | 0 | 1 | 1 |
| EARTH SPECTATOR | 1 | 61 | 1 | 0 | 1 | 1 |
| EH 1 01..... | 1 | 63 | 1 | 0 | 1 | 1 |
| EICH JE-2..... | 2 | 61 | 1 | 0 | 1 | 1 |
| ELETE..... | 2 | 61 | 1 | 0 | 1 | 1 |
| ELITE 583 | 2 | 61 | 1 | 0 | 1 | 1 |
| EMIGH-KRUEGER | 2 | 61 | 1 | 0 | 1 | 1 |
| ERIC COMMAND ECI..... | 1 | 61 | 1 | 0 | 1 | 1 |
| EXEC..... | 2 | 61 | 1 | 0 | 16 | 16 |
| EXEC LE..... | 2 | 61 | 1 | 0 | 1 | 1 |
| EXEC RW-152 | 1 | 61 | 1 | 0 | 1 | 1 |
| EXEC 145..... | 2 | 61 | 1 | 0 | 1 | 1 |
| EXEC 152..... | 2 | 61 | 1 | 0 | 1 | 1 |
| EXEC 90..... | 2 | 61 | 1 | 0 | 4 | 4 |
| EXECAIR | 2 | 61 | 1 | 0 | 1 | 1 |
| EXECUTIVE | 2 | 61 | 1 | 0 | 6 | 6 |
| EXPERIMENTAL AUTOGYR | 1 | 61 | 1 | 0 | 1 | 1 |
| FB-02 | 1 | 61 | 1 | 0 | 1 | 1 |
| FERRIE EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| FG-1A GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| FH-1100..... | 4 | 61 | 1 | 0 | 2 | 2 |
| FIELD/UTILITY..... | 1 | 61 | 1 | 0 | 1 | 1 |
| FLASH GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| FLING WING..... | 1 | 61 | 1 | 0 | 1 | 1 |
| FLYING DUTCHMEN 11FD | 1 | 61 | 1 | 0 | 1 | 1 |
| FROG..... | 2 | 61 | 1 | 0 | 1 | 1 |
| FUESSEL SCORPION | 2 | 61 | 1 | 0 | 1 | 1 |
| FULARA (532 ELITE)..... | 1 | 61 | 1 | 0 | 1 | 1 |
| G-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| G-1 GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| GANS/BENSEN/BROCK..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GATOR COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| GCA-2C | 2 | 61 | 1 | 0 | 1 | 1 |

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| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| GG B8M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GG-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GGAE 2-3..... | 3 | 61 | 2 | 0 | 1 | 1 |
| GIROCOPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GLANVILLE SKYMASTER..... | 2 | 61 | 1 | 0 | 1 | 1 |
| GOSHAWLK..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GP 1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GP1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GRAMPAS SPECIAL..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GRANDPAS SPECIAL..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GREEN/KB2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRACAR BG5..... | 2 | 61 | 1 | 0 | 8 | 8 |
| GYRO..... | 2 | 61 | 1 | 0 | 1 | 1 |
| GYRO PLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-COPTER..... | 1 | 61 | 1 | 0 | 3 | 3 |
| GYRO-COPTER B-8..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-COPTER B8-M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-PLANE IO-A..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-PLANE RAF 2000..... | 2 | 61 | 1 | 0 | 1 | 1 |
| GYROCAR BG5..... | 2 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER..... | 1 | 61 | 1 | 0 | 13 | 13 |
| GYROCOPTER B-8-L..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER BC-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER II..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER KB-2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER TR-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER-2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRODYNE 110B..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROPLANE..... | 1 | 61 | 1 | 0 | 11 | 11 |
| GYROPLANE (TELFORD)..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROPLANE B-8M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| GYTRAN..... | 2 | 61 | 1 | 0 | 1 | 1 |
| H S EXEC..... | 2 | 61 | 1 | 0 | 1 | 1 |
| H-C101..... | 1 | 61 | 1 | 0 | 1 | 1 |
| H-1 RACER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| H-3..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HA 2M GYROCOPTER..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HA-2M..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HA-2M SPORSTER..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HA-2M SPORTSTER..... | 2 | 61 | 1 | 0 | 6 | 6 |
| HALLER COPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HAWK 1A..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HAWK 2A..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HB-2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HELICOM COMMUTER H2..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOM H-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| HELICOM II B..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOM-COMMUTER JR..... | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOPTER..... | 1 | 69 | 2 | 0 | 1 | 1 |
| HELOCOPTER..... | 1 | 61 | 1 | 0 | 1 | 1 |

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| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HENRY SPORT | 1 | 61 | 1 | 0 | 1 | 1 |
| HH-52A | 20 | 63 | 1 | 0 | 1 | 1 |
| HI CO 503W | 1 | 61 | 1 | 0 | 1 | 1 |
| HIGH FLIER-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HILL EC-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| HILLMAN HORNET | 2 | 61 | 1 | 0 | 1 | 1 |
| HMB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HOBBYCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HOLLMANN HA-2-M | 2 | 61 | 1 | 0 | 1 | 1 |
| HOLTZ B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| HOME-BUILT | 1 | 61 | 1 | 0 | 1 | 1 |
| HOMEBUILT GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HOMEBUILT HELIO | 1 | 61 | 1 | 0 | 1 | 1 |
| HOOKER 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HOPLA JUDSON E | 2 | 61 | 1 | 0 | 1 | 1 |
| HUFF 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HUMMINGBIRD | 2 | 61 | 2 | 0 | 2 | 2 |
| HURLEY 532 | 1 | 61 | 1 | 0 | 1 | 1 |
| HURRICANE | 1 | 61 | 1 | 0 | 1 | 1 |
| HURRICANE 65 | 1 | 61 | 1 | 0 | 1 | 1 |
| H1-B | 1 | 61 | 1 | 0 | 1 | 1 |
| H1754RW | 2 | 61 | 1 | 0 | 1 | 1 |
| IKENGA/GYGNUM 21P | 1 | 61 | 1 | 0 | 1 | 1 |
| IKENGA/UFO QUASAR | 1 | 61 | 1 | 0 | 1 | 1 |
| J BIRD | 1 | 61 | 1 | 0 | 1 | 1 |
| J-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| JADRNYS EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| JAG-EXEC 85 | 2 | 61 | 1 | 0 | 1 | 1 |
| JC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| JE2 | 2 | 61 | 1 | 0 | 1 | 1 |
| JHC GYRO PLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| JIM 2 GYRO | 2 | 61 | 1 | 0 | 1 | 1 |
| JK-B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JN B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JONESIE 4248 | 1 | 64 | 2 | 0 | 1 | 1 |
| JP B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JR-1-M | 1 | 61 | 1 | 0 | 1 | 1 |
| JRB 3 | 1 | 61 | 1 | 0 | 1 | 1 |
| JU B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JWH-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| J2R | 2 | 61 | 1 | 0 | 1 | 1 |
| J3M | 1 | 61 | 1 | 0 | 1 | 1 |
| J4 | 1 | 61 | 1 | 0 | 1 | 1 |
| J4-B | 1 | 61 | 1 | 0 | 1 | 1 |
| J4B-2 | 2 | 61 | 1 | 0 | 2 | 2 |
| K 2 | 1 | 61 | 1 | 0 | 1 | 1 |
| K-1200 | 1 | 61 | 1 | 0 | 1 | 1 |
| KB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| KB-2 | 2 | 61 | 1 | 0 | 28 | 28 |
| KB-2 GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |

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| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| KB-2G GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |
| KB-2L | 2 | 61 | 1 | 0 | 1 | 1 |
| KB-3 | 1 | 61 | 1 | 0 | 2 | 2 |
| KB2 | 1 | 61 | 1 | 0 | 3 | 3 |
| KB2 GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| KB2 GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |
| KB3 | 1 | 61 | 1 | 0 | 1 | 1 |
| KEB B-8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| KEB B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| KEN BROCK KB 3 | 2 | 61 | 1 | 0 | 1 | 1 |
| KEN BROCK KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| KEN BROCK KB-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| KENBRAK, KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| KENNETT RK-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| KERFOOT | 1 | 61 | 1 | 0 | 1 | 1 |
| KR-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| K3 | 2 | 61 | 1 | 0 | 1 | 1 |
| L E COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| L-10 | 1 | 61 | 10 | 0 | 1 | 1 |
| LAND ROVER | 1 | 61 | 1 | 0 | 1 | 1 |
| LB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| LONG-EZE | 1 | 61 | 1 | 0 | 1 | 1 |
| LYON EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| M-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| MACHETE | 2 | 61 | 1 | 0 | 1 | 1 |
| MAD MAX II | 2 | 61 | 1 | 0 | 1 | 1 |
| MAD MAX 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| MANGOOS A1 | 2 | 61 | 1 | 0 | 1 | 1 |
| MARCHETTI STARSHIP | 1 | 61 | 1 | 0 | 1 | 1 |
| MAX TOO SCORPION | 2 | 61 | 1 | 0 | 1 | 1 |
| MAXEY RM1 | 2 | 61 | 1 | 0 | 1 | 1 |
| MB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| MC | 2 | 61 | 1 | 0 | 3 | 3 |
| MCDONALD B80 | 1 | 61 | 1 | 0 | 1 | 1 |
| MENZIE R2T | 2 | 61 | 1 | 0 | 1 | 1 |
| MENZIE 2-P | 2 | 61 | 1 | 0 | 1 | 1 |
| MI-GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| MI-NE-COPTER R-100 | 1 | 61 | 1 | 0 | 1 | 1 |
| MIMS AIR COMMAND | 2 | 61 | 1 | 0 | 1 | 1 |
| MINI 500 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODEL A | 2 | 61 | 1 | 0 | 1 | 1 |
| MODEL 100 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODEL 532 | 2 | 61 | 1 | 0 | 1 | 1 |
| MODEL-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED XYZ-001 | 1 | 61 | 1 | 0 | 1 | 1 |
| MOSQUITO | 1 | 61 | 1 | 0 | 1 | 1 |
| MP-II | 2 | 61 | 1 | 0 | 1 | 1 |

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|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MS-2P GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| MURRAY T | 1 | 61 | 1 | 0 | 1 | 1 |
| MUSTANG HELICOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| N&B - BM | 1 | 61 | 1 | 0 | 1 | 1 |
| N/A | 1 | 61 | 1 | 0 | 1 | 1 |
| NELSON GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| NON-EUCLIDEAN SPECIA | 1 | 61 | 1 | 0 | 1 | 1 |
| OYLER ELITE | 1 | 61 | 1 | 0 | 1 | 1 |
| PARSON TWO | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSON 2P | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS BP2 | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS 2+2 | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS 2P | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS-CARPENTER II | 2 | 61 | 1 | 0 | 1 | 1 |
| PBR 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| PHOENIX | 2 | 61 | 1 | 0 | 1 | 1 |
| PITTS S2E | 2 | 61 | 1 | 0 | 1 | 1 |
| PK-B-7MC | 1 | 61 | 1 | 0 | 1 | 1 |
| POE-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| PT-5 | 2 | 61 | 1 | 0 | 1 | 1 |
| R.W. EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| R/WAY SCORPION 133 | 1 | 61 | 1 | 0 | 1 | 1 |
| RAF 2000 | 2 | 61 | 1 | 0 | 2 | 2 |
| RAF 2000 GT | 2 | 61 | 1 | 0 | 1 | 1 |
| RANDLE GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| RANGER I | 1 | 61 | 1 | 0 | 1 | 1 |
| REM-AIRCOM | 1 | 61 | 1 | 0 | 1 | 1 |
| REMOTE SENSOR | 1 | 61 | 1 | 0 | 1 | 1 |
| RFD DOMINATOR | 2 | 61 | 1 | 0 | 1 | 1 |
| RING ONE | 1 | 61 | 1 | 0 | 1 | 1 |
| RITCHIE B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| RK 180 | 2 | 61 | 1 | 0 | 1 | 1 |
| RL-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| ROEMBKE B-8M | 1 | 61 | 1 | 0 | 2 | 2 |
| ROGERS ROTORWAY | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTA-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOCRAFT | 1 | 61 | 1 | 0 | 3 | 3 |
| ROTOR SPORT | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR WAY EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR-WAY EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORBUGGY | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT | 1 | 61 | 1 | 0 | 3 | 3 |
| ROTORCRAFT SCORPION | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT-GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT-RJ 2B | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORDYNE | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY / EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY ELETE | 2 | 61 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| ROTORWAY EXC | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC | 2 | 61 | 1 | 0 | 144 | 144 |
| ROTORWAY EXEC 152 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC 152D | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC 90 | 2 | 61 | 1 | 0 | 9 | 9 |
| ROTORWAY EXECUTIVE | 2 | 61 | 1 | 0 | 4 | 4 |
| ROTORWAY INTL EXEC90 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY RW152 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY SCORPION | 1 | 61 | 1 | 0 | 4 | 4 |
| ROTORWAY SCORPION I | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY SCORPION II | 2 | 61 | 1 | 0 | 2 | 2 |
| ROTORWAY WR EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY 152 EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY-EXEC | 2 | 61 | 1 | 0 | 2 | 2 |
| ROTOWAY EXEC | 2 | 61 | 1 | 0 | 3 | 3 |
| RR-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| RRH 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| RRKB8M GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| RSB | 1 | 61 | 1 | 0 | 1 | 1 |
| RSB 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| RUF-TAIL | 1 | 61 | 1 | 0 | 1 | 1 |
| RW 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| RW 152 | 2 | 61 | 1 | 0 | 1 | 1 |
| RW-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| RW-133 | 2 | 61 | 1 | 0 | 2 | 2 |
| R2 | 2 | 61 | 1 | 0 | 1 | 1 |
| R44 | 4 | 61 | 1 | 0 | 2 | 2 |
| S A C ROTOR ROCKET | 1 | 61 | 1 | 0 | 1 | 1 |
| S 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SB 110 | 1 | 61 | 1 | 0 | 1 | 1 |
| SB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCOPION TOO | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPIAN II | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPIAN TOO | 2 | 61 | 1 | 0 | 2 | 2 |
| SCORPIAN 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPIN II | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION | 2 | 61 | 1 | 0 | 19 | 19 |
| SCORPION EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION HELICOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION I | 1 | 61 | 1 | 0 | 3 | 3 |
| SCORPION II | 2 | 61 | 1 | 0 | 12 | 12 |
| SCORPION II 76-140 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION K-R | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION MARK I | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION MOD CM-73 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION ONE | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION R-133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION RGJ-133 | 2 | 61 | 1 | 0 | 1 | 1 |

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| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCORPION RW 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION RW-133 | 2 | 61 | 1 | 0 | 4 | 4 |
| SCORPION RW133 | 2 | 61 | 1 | 0 | 5 | 5 |
| SCORPION TOD BJ201 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO | 2 | 61 | 1 | 0 | 94 | 94 |
| SCORPION TOO MT-1976 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO S-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO SP-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO 133 | 2 | 61 | 1 | 0 | 2 | 2 |
| SCORPION TOO 75 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-S268433 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-133 | 2 | 61 | 1 | 0 | 9 | 9 |
| SCORPION TWO | 2 | 61 | 1 | 0 | 10 | 10 |
| SCORPION TWO A | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TWO 135683 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION WM-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 133 | 2 | 61 | 1 | 0 | 73 | 73 |
| SCORPION 133-52655 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 145 | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPION 2 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION-I | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION-II | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPION-1 | 1 | 61 | 1 | 0 | 2 | 2 |
| SCORPION-133 | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPION-2 | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPION 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SEGO TOOL | 1 | 61 | 1 | 0 | 1 | 1 |
| SKID=DKTL-4S | 1 | 61 | 1 | 0 | 1 | 1 |
| SKY COMMUTER | 2 | 61 | 1 | 0 | 2 | 2 |
| SKY CYCLE | 1 | 64 | 1 | 0 | 1 | 1 |
| SKY HAWK | 4 | 61 | 1 | 0 | 1 | 1 |
| SKY NCOMMUTER | 2 | 61 | 1 | 0 | 1 | 1 |
| SKYCOPTER | 1 | 63 | 2 | 0 | 1 | 1 |
| SNO-BIRD XL | 1 | 61 | 1 | 0 | 1 | 1 |
| SNOBIRD 582S | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION HELICOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| SP-B | 1 | 61 | 1 | 0 | 2 | 2 |
| SRH-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| STARCRAFT 1 | 2 | 61 | 8 | 0 | 1 | 1 |
| STROMAN B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| STYIAS | 1 | 61 | 1 | 0 | 1 | 1 |
| SUPER SCORPION | 2 | 61 | 1 | 0 | 1 | 1 |
| S1 | 1 | 61 | 1 | 0 | 1 | 1 |
| TAC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| TAYLOR 532 ELITE | 1 | 61 | 1 | 0 | 1 | 1 |
| TH-55A | 2 | 61 | 1 | 0 | 53 | 53 |

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AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| TIGER SHARK..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TOM CAT MARK 5..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TRC-503..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TRC-532..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TST-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| TURBO SCORPION 133..... | 2 | 61 | 1 | 0 | 1 | 1 |
| TWINSTAR..... | 2 | 61 | 1 | 0 | 1 | 1 |
| TWO-UP..... | 2 | 61 | 1 | 0 | 1 | 1 |
| T4M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| UH-1H..... | 15 | 63 | 1 | 0 | 2 | 2 |
| UH-1B..... | 6 | 63 | 1 | 0 | 3 | 3 |
| UH-1X MILITARY..... | 6 | 61 | 1 | 0 | 1 | 1 |
| UH-12-B..... | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-34G..... | 14 | 61 | 1 | 0 | 3 | 3 |
| ULTIMATE II..... | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT..... | 2 | 61 | 1 | 0 | 6 | 6 |
| VANCRAFT COPTER..... | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT GYROPLANE..... | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT N-3..... | 1 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT V-1..... | 1 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT V7246B..... | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT 3..... | 1 | 61 | 1 | 0 | 1 | 1 |
| VET 001..... | 2 | 61 | 1 | 0 | 1 | 1 |
| VH-4..... | 4 | 61 | 1 | 0 | 1 | 1 |
| VHB-2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| VICTOR B-8M..... | 1 | 61 | 1 | 0 | 1 | 1 |
| VOLKSPLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WEATHERS HOWARD D..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WEBER SINGLE PL..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WERLYBIRD..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WESSEX 60 SER-1..... | 16 | 63 | 1 | 0 | 3 | 3 |
| WF04 SU101 TC46..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WGT-1A..... | 2 | 61 | 1 | 0 | 1 | 1 |
| WHITE BIRD..... | 2 | 61 | 1 | 0 | 1 | 1 |
| WILLI 2..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WIND DANCER MK-I..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WIND RYDER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WINDRYDER..... | 1 | 61 | 1 | 0 | 3 | 3 |
| WINDRYER..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WOLF..... | 1 | 61 | 1 | 0 | 1 | 1 |
| WOODS EXEC..... | 2 | 61 | 1 | 0 | 1 | 1 |
| WT3..... | 2 | 61 | 1 | 0 | 1 | 1 |
| X-1 GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| X-100 A..... | 2 | 61 | 1 | 0 | 1 | 1 |
| X-2 GYRO..... | 1 | 61 | 1 | 0 | 1 | 1 |
| XAN-7..... | 2 | 61 | 1 | 0 | 1 | 1 |
| XRG-65..... | 2 | 61 | 1 | 0 | 1 | 1 |
| Y BIRD..... | 1 | 61 | 1 | 0 | 1 | 1 |
| YATES GYROPLANE..... | 1 | 61 | 1 | 0 | 1 | 1 |
| YC-3A..... | 1 | 61 | 1 | 0 | 1 | 1 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—ROTORCRAFT
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| YF-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| YPOE-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| 7MA-000 | 1 | 61 | 1 | 0 | 1 | 1 |
| ZUEGE AC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1 | 1 | 61 | 1 | 0 | 3 | 3 |
| 100 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1966 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1968-AD | 1 | 61 | 1 | 0 | 1 | 1 |
| 2A 01 | 2 | 61 | 1 | 0 | 1 | 1 |
| 2U6 | 2 | 61 | 1 | 0 | 1 | 1 |
| 200E | 2 | 61 | 1 | 0 | 1 | 1 |
| 200J | 2 | 64 | 2 | 0 | 1 | 1 |
| 206L | 1 | 61 | 1 | 0 | 1 | 1 |
| 269D | 3 | 63 | 1 | 0 | 1 | 1 |
| 280FXT | 3 | 63 | 1 | 0 | 1 | 1 |
| 360 | 24 | 63 | 2 | 0 | 1 | 1 |
| 447 | 1 | 61 | 1 | 0 | 1 | 1 |
| 447 COMMANDER | 1 | 61 | 1 | 0 | 1 | 1 |
| 47-G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-4 | 3 | 61 | 1 | 0 | 37 | 37 |
| 500-E | 4 | 63 | 1 | 0 | 1 | 1 |
| 503 | 1 | 61 | 1 | 0 | 1 | 1 |
| 503 AIR COMMAND | 1 | 61 | 1 | 0 | 3 | 3 |
| 532 | 1 | 61 | 1 | 0 | 2 | 2 |
| 532 AIR COMMANDER | 1 | 61 | 1 | 0 | 1 | 1 |
| 532 COMMANDER | 1 | 61 | 1 | 0 | 3 | 3 |
| 532 COMMANDER ELITE | 2 | 61 | 1 | 0 | 11 | 11 |
| 532 ELITE | 2 | 61 | 1 | 0 | 5 | 5 |
| 532 ELITE AIR COMNDR | 1 | 61 | 1 | 0 | 1 | 1 |
| 532ELITE AIR COMMAND | 1 | 61 | 1 | 0 | 1 | 1 |
| 583 COMMANDER | 2 | 61 | 1 | 0 | 1 | 1 |
| 8 BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 8 KDLX | 1 | 61 | 1 | 0 | 1 | 1 |
| 8-BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| 8BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 80M/KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| 90 GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOR REC ENGINE | | 61 | | 0 | 1,930 | 1,930 |
| ROTOR TURBOSHAFT | | 63 | | 0 | 17 | 17 |
| ROTOR TURBOJET | | 64 | | 0 | 3 | 3 |
| ROTOR ENG UNKN | | 69 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1,951 | 1,951 |

**U.S. REGISTERED CIVIL AIRCRAFT
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AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| A | 1 | 10 | 0 | 0 | 1 | 1 |
| ADENIAN | 1 | 10 | 0 | 0 | 1 | 1 |
| AERO-5 | 1 | 10 | 0 | 0 | 1 | 1 |
| AM EAGLE | 1 | 11 | 1 | 0 | 1 | 1 |
| AM EAGLET | 1 | 11 | 1 | 0 | 1 | 1 |
| AM-EAGLET | 1 | 11 | 1 | 0 | 1 | 1 |
| AMATEUR BUILT | 1 | 11 | 0 | 0 | 2 | 2 |
| AMATEUR BUILT GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| AMERICAN EAGLET | 1 | 11 | 1 | 0 | 11 | 11 |
| ANNEBULA | 1 | 10 | 0 | 0 | 1 | 1 |
| APPLEBAY ZUNI | 1 | 10 | 0 | 0 | 1 | 1 |
| AR 124 | 1 | 10 | 0 | 0 | 2 | 2 |
| ASH 25 E | 2 | 10 | 0 | 0 | 2 | 2 |
| ASH25 | 2 | 10 | 0 | 0 | 3 | 3 |
| B-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| BA-100 | 1 | 10 | 0 | 0 | 5 | 5 |
| BD IV | 4 | 11 | 1 | 0 | 1 | 1 |
| BEKAS 1-A | 1 | 10 | 0 | 0 | 1 | 1 |
| BENSEN B-8 | 1 | 11 | 1 | 0 | 1 | 1 |
| BENSEN B-8M | 1 | 11 | 1 | 0 | 2 | 2 |
| BG 12 BD | 1 | 10 | 0 | 0 | 3 | 3 |
| BG 12B | 1 | 10 | 0 | 0 | 2 | 2 |
| BG-12-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-12A | 1 | 10 | 0 | 0 | 13 | 13 |
| BG-12B | 1 | 10 | 0 | 0 | 16 | 16 |
| BG-12B-WG | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-12BD | 1 | 10 | 0 | 0 | 11 | 11 |
| BG-12L | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-6 | 1 | 10 | 0 | 0 | 3 | 3 |
| BG-7 | 1 | 10 | 0 | 0 | 1 | 1 |
| BGN 112 | 1 | 10 | 0 | 0 | 1 | 1 |
| BG12-C | 1 | 10 | 0 | 0 | 1 | 1 |
| BG12B | 1 | 10 | 0 | 0 | 4 | 4 |
| BG12BD | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ-1B | 1 | 10 | 0 | 0 | 3 | 3 |
| BJ-1B DUSTER | 1 | 10 | 0 | 0 | 10 | 10 |
| BJ1-B DUSTER | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ1B | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ1B DUSTER | 1 | 10 | 0 | 0 | 2 | 2 |
| BJ1B DUSTER/GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| BMW-1 | 1 | 11 | 1 | 0 | 1 | 1 |
| BOWLUS BA-100 | 1 | 10 | 0 | 0 | 3 | 3 |
| BRIAN HP-16T | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLER BG-12 | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIEGLER BG-12-BD | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLER BG-12A | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIEGLER BG-12BD | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLER BG-6 | 1 | 11 | 0 | 0 | 1 | 1 |
| BRIEGLER BG12-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLER BG12B | 1 | 10 | 0 | 0 | 1 | 1 |

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|----------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| BRIEGLB BG12BD | 1 | 10 | 0 | 0 | 3 | 3 |
| BRIEGLED BG12A | 1 | 10 | 0 | 0 | 1 | 1 |
| BRYAN ACFT RS-15 | 1 | 10 | 0 | 0 | 1 | 1 |
| BRYAN AIRCRAFT RS-15 | 1 | 10 | 0 | 0 | 2 | 2 |
| BTS-100 | 2 | 10 | 0 | 0 | 1 | 1 |
| BULLET 160 | 2 | 11 | 1 | 0 | 1 | 1 |
| BWI | 1 | 10 | 0 | 0 | 1 | 1 |
| B4-PC11 | 3 | 10 | 0 | 0 | 18 | 18 |
| C-70 | 1 | 10 | 0 | 0 | 2 | 2 |
| CADET II | 1 | 10 | 0 | 0 | 1 | 1 |
| CAROUSEL 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CBS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CELSTAR GA-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CG-1 SUNDANCER | 1 | 11 | 1 | 0 | 1 | 1 |
| CHEROKEE II | 1 | 10 | 0 | 0 | 20 | 20 |
| CHEROKEE II HMH | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE II RM | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE QUEEN | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE RM | 1 | 10 | 0 | 0 | 3 | 3 |
| CHEROKEE 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE 2 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE-II | 1 | 10 | 0 | 0 | 3 | 3 |
| CONCEPT 70 | 1 | 10 | 0 | 0 | 12 | 12 |
| CONCEPT-70 | 1 | 10 | 0 | 0 | 2 | 2 |
| CORBIN MOTOR GLIDER | 1 | 11 | 1 | 0 | 1 | 1 |
| CSG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CW-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| C100S | 1 | 10 | 0 | 0 | 1 | 1 |
| D-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| D-8 SAILPLANE | 1 | 11 | 0 | 0 | 1 | 1 |
| D-8A | 1 | 10 | 0 | 0 | 1 | 1 |
| DBS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| DELTA-SINE | 1 | 10 | 0 | 0 | 1 | 1 |
| DG 300 | 1 | 10 | 0 | 0 | 21 | 21 |
| DGM-1 | 1 | 11 | 1 | 0 | 1 | 1 |
| DUST DEVIL | 1 | 10 | 0 | 0 | 1 | 1 |
| DUSTER | 1 | 10 | 0 | 0 | 5 | 5 |
| DUSTER BJ 1B | 1 | 10 | 0 | 0 | 1 | 1 |
| DUSTER BJ-1B | 1 | 10 | 0 | 0 | 10 | 10 |
| DUSTER BJB-11 | 1 | 10 | 0 | 0 | 1 | 1 |
| DUSTER BJ1B | 1 | 10 | 0 | 0 | 6 | 6 |
| EAGLET | 1 | 11 | 1 | 0 | 5 | 5 |
| EASY RISER | 1 | 10 | 0 | 0 | 1 | 1 |
| EASYRISER | 1 | 11 | 1 | 0 | 3 | 3 |
| EASYRISER 4000 | 1 | 11 | 1 | 0 | 1 | 1 |
| EJ-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| EPB-1-C | 1 | 10 | 0 | 0 | 1 | 1 |
| EPB-1C | 1 | 10 | 0 | 0 | 2 | 2 |
| ESKUE-2 | 1 | 10 | 1 | 0 | 1 | 1 |
| EXPLORER PG-1 | 1 | 10 | 0 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FB-100..... | 2 | 10 | 0 | 0 | 1 | 1 |
| FJ-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| FLATLANDER DS-5P..... | 1 | 11 | 1 | 0 | 1 | 1 |
| FLYING PLANK EPB-1C..... | 1 | 10 | 0 | 0 | 1 | 1 |
| FM-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| FOOT LAUNCH AIRCYCLE..... | 1 | 11 | 1 | 0 | 1 | 1 |
| FREEDOM FALCON FF1..... | 1 | 11 | 1 | 0 | 1 | 1 |
| FRIGATE II..... | 2 | 10 | 0 | 0 | 1 | 1 |
| FS-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GA-II..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GEHRLEIN GP-1..... | 1 | 10 | 0 | 0 | 3 | 3 |
| GHW-2..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLASER-DIRKS DG-400..... | 1 | 10 | 0 | 0 | 34 | 34 |
| GLASFLUEGEL..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER..... | 1 | 10 | 0 | 0 | 4 | 4 |
| GP-1..... | 1 | 10 | 0 | 0 | 2 | 2 |
| GRASSHOPPER D-8..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GULL..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-2..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-4..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-7..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW4A..... | 1 | 10 | 0 | 0 | 1 | 1 |
| GW5..... | 1 | 10 | 0 | 0 | 1 | 1 |
| G102 CLUB ASTIR IIIB..... | 1 | 10 | 0 | 0 | 18 | 18 |
| G109..... | 2 | 11 | 1 | 0 | 33 | 33 |
| H. S. 127..... | 1 | 10 | 0 | 0 | 1 | 1 |
| H.P.-16..... | 1 | 10 | 0 | 0 | 1 | 1 |
| H-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HA-S-3 HOBBY..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HAWK 2..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HAWK-MODEL 4..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HB23/2400..... | 2 | 11 | 1 | 0 | 1 | 1 |
| HM-L3A..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HM-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HOBBY..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HOME BUILT..... | 1 | 11 | 1 | 0 | 1 | 1 |
| HOME BUILT HP-16..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HOMEMADE GLIDERPLANE..... | 2 | 11 | 1 | 0 | 1 | 1 |
| HP 18..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-10..... | 1 | 10 | 0 | 0 | 3 | 3 |
| HP-11..... | 1 | 10 | 0 | 0 | 4 | 4 |
| HP-11-A..... | 1 | 10 | 0 | 0 | 4 | 4 |
| HP-11A..... | 1 | 10 | 0 | 0 | 12 | 12 |
| HP-11AW..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-12A..... | 1 | 10 | 0 | 0 | 2 | 2 |
| HP-13..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-13-H..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-13A..... | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14..... | 1 | 10 | 0 | 0 | 23 | 23 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| HP-14 CT-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14 SAILPLANE | 1 | 10 | 0 | 0 | 3 | 3 |
| HP-14-T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14B | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14T AIRMATE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-1421 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-15/18 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-16 | 1 | 10 | 0 | 0 | 5 | 5 |
| HP-16 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18 | 1 | 10 | 0 | 0 | 34 | 34 |
| HP-18 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18-55 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18M | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-9 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP11-15 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP13 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP14 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP14T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP18 | 1 | 10 | 0 | 0 | 1 | 1 |
| HUMMER-B | 1 | 11 | 1 | 0 | 1 | 1 |
| H121 GLOBETROTTER | 1 | 10 | 0 | 0 | 1 | 1 |
| ICARUS II | 1 | 11 | 1 | 0 | 1 | 1 |
| II | 1 | 10 | 0 | 0 | 14 | 14 |
| II/55 | 1 | 11 | 1 | 0 | 1 | 1 |
| J. W. BOCK-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANA LINN 0-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANTAR STD 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANUS-CM | 2 | 10 | 0 | 0 | 1 | 1 |
| JFC4 | 1 | 10 | 0 | 0 | 1 | 1 |
| JH-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| JUNCO | 1 | 11 | 1 | 0 | 1 | 1 |
| J4 | 1 | 10 | 0 | 0 | 1 | 1 |
| K. G NIMBUS II | 2 | 10 | 0 | 0 | 14 | 14 |
| K-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| K-17 | 1 | 10 | 0 | 0 | 1 | 1 |
| KA2 | 2 | 10 | 0 | 0 | 1 | 1 |
| KA8B | 1 | 10 | 0 | 0 | 1 | 1 |
| KOMET | 1 | 10 | 0 | 0 | 1 | 1 |
| KR-03A | 1 | 11 | 0 | 0 | 6 | 6 |
| KVL 41 | 1 | 11 | 1 | 0 | 1 | 1 |
| L-13 SE VIVAT | 2 | 11 | 1 | 0 | 1 | 1 |
| LAISTER LP-49 | 1 | 10 | 0 | 0 | 1 | 1 |
| LAK-12 | 1 | 10 | 0 | 0 | 1 | 1 |
| LHP-18 | 1 | 10 | 0 | 0 | 1 | 1 |
| LIGHTWING | 1 | 11 | 1 | 0 | 1 | 1 |
| LM-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| LP-49 | 1 | 10 | 0 | 0 | 2 | 2 |
| LP-49MS | 1 | 10 | 0 | 0 | 1 | 1 |
| LS 7 | 1 | 10 | 0 | 0 | 4 | 4 |

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BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| LS-1B..... | 1 | 10 | 0 | 0 | 2 | 2 |
| LS-1C..... | 1 | 10 | 0 | 0 | 4 | 4 |
| LS-3-17..... | 1 | 10 | 0 | 0 | 5 | 5 |
| LS-6..... | 1 | 10 | 0 | 0 | 21 | 21 |
| LS-6A..... | 1 | 10 | 0 | 0 | 2 | 2 |
| LS-6B..... | 1 | 10 | 0 | 0 | 12 | 12 |
| LSG-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| M-2-153..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MAN POWERED ORIGINAL..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MARCO J-5..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MARCO J5..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MARSKE MONARCH..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MEAD PRIMARY GLIDER..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MERLIN..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MESCALERO GA-111..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MILLER TERN II..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MILLERS TERN II..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MINI BAT..... | 1 | 10 | 1 | 0 | 1 | 1 |
| MINIBAT..... | 1 | 10 | 0 | 0 | 9 | 9 |
| MITCHEL WING B-10..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MITCHELL B-10..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MITCHELL WING B-10..... | 1 | 11 | 1 | 0 | 2 | 2 |
| MODEL P-2..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MODIFIED HP-14..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MODIFIED KB-2..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONARCH..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI..... | 1 | 10 | 0 | 0 | 44 | 44 |
| MONERAI MODIFIED..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI P..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI P G..... | 1 | 11 | 0 | 0 | 1 | 1 |
| MONERAI S..... | 1 | 10 | 0 | 0 | 5 | 5 |
| MONERAI S-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI S/P..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MONERAI 1-S..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI- S..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI-P..... | 1 | 10 | 0 | 0 | 2 | 2 |
| MONERAI-S..... | 1 | 10 | 0 | 0 | 37 | 37 |
| MONI..... | 1 | 11 | 1 | 0 | 4 | 4 |
| MONI MOTORGLIDER..... | 1 | 10 | 0 | 0 | 2 | 2 |
| MONI STANDARD..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MONI TRI GEAR..... | 1 | 11 | 1 | 0 | 1 | 1 |
| MONNETT MONERAI S..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONNETT MONI..... | 1 | 11 | 1 | 0 | 2 | 2 |
| MONNETT-MONERAI..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MONNETT-MONERAI-S..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MS-100..... | 1 | 10 | 0 | 0 | 1 | 1 |
| MU-13-E..... | 1 | 10 | 0 | 0 | 1 | 1 |
| NA..... | 2 | 11 | 1 | 0 | 1 | 1 |
| NG-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| N10TW-8/8/8T-0.125..... | 4 | 10 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| O-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| OLYMPIA | 1 | 10 | 0 | 0 | 1 | 1 |
| ONE-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| OZ-5 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| PACIFIC D-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| PEGASE 101 | 1 | 10 | 0 | 0 | 5 | 5 |
| PEGASUS | 1 | 11 | 1 | 0 | 1 | 1 |
| PF-1 GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| PG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| PIK-30 | 1 | 11 | 0 | 0 | 2 | 2 |
| PIONEER II | 1 | 10 | 0 | 0 | 3 | 3 |
| PIONEER II D | 1 | 11 | 1 | 0 | 1 | 1 |
| PL-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| PM-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| PRIMARY | 1 | 10 | 0 | 0 | 2 | 2 |
| PRIMARY GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE STANDARD | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE SUPER STANDARD | 1 | 10 | 0 | 0 | 2 | 2 |
| PRUE TWO | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE 215-A | 1 | 10 | 0 | 0 | 1 | 1 |
| R-6 | 1 | 10 | 0 | 0 | 1 | 1 |
| RAVEN 229 | 2 | 10 | 0 | 0 | 1 | 1 |
| RH-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| RHJ8 | 1 | 10 | 0 | 0 | 1 | 1 |
| RIDGET MIDGET | 1 | 10 | 0 | 0 | 1 | 1 |
| RJS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| RK-2 PTERODACTYL | 1 | 11 | 1 | 0 | 1 | 1 |
| ROBERTSON | 1 | 10 | 0 | 0 | 1 | 1 |
| RP | 1 | 10 | 0 | 0 | 1 | 1 |
| RP-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| RP9 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS 15 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS 15 GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| RS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS-15 | 1 | 10 | 0 | 0 | 13 | 13 |
| RUTAN SOLITAIRE | 1 | 11 | 1 | 0 | 1 | 1 |
| RV-4 | 2 | 11 | 1 | 0 | 1 | 1 |
| S-2A | 1 | 11 | 1 | 0 | 2 | 2 |
| SAILPLANE | 1 | 10 | 0 | 0 | 3 | 3 |
| SAILPLANE TERN 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SC 01B | 1 | 11 | 0 | 0 | 1 | 1 |
| SCH-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHLEICHER KA 3 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-11-A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-11A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-12A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-13 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-14 | 1 | 10 | 0 | 0 | 2 | 2 |
| SCHREDER HP-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-18 | 1 | 10 | 0 | 0 | 9 | 9 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SCHREDER HP-20..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER RS-15..... | 1 | 10 | 0 | 0 | 4 | 4 |
| SCHREDER RS15..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER-HP18..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SCOOTER..... | 1 | 11 | 1 | 0 | 2 | 2 |
| SCS-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SDZ-22C..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SENSOR 510..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SF-34..... | 2 | 10 | 0 | 0 | 2 | 2 |
| SGP1-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SGU 1-7..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SHP-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SIERRA..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SILHOUETTE..... | 1 | 11 | 1 | 0 | 1 | 1 |
| SILHOUETTE I..... | 1 | 11 | 1 | 0 | 2 | 2 |
| SISU 1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SISU 1A..... | 1 | 10 | 0 | 0 | 5 | 5 |
| SL-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SM-1..... | 1 | 11 | 1 | 0 | 1 | 1 |
| SOLITAIRE..... | 1 | 11 | 1 | 0 | 4 | 4 |
| SS-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| STANDARD CIRRUS G/81..... | 1 | 10 | 0 | 0 | 3 | 3 |
| STROJNIK S2-A..... | 1 | 11 | 1 | 0 | 1 | 1 |
| STROJNIK S-2..... | 1 | 11 | 1 | 0 | 1 | 1 |
| STROJNIK S2A..... | 1 | 11 | 1 | 0 | 1 | 1 |
| SU-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| SUPPER STANDARD T..... | 1 | 10 | 0 | 0 | 1 | 1 |
| S2A..... | 1 | 11 | 1 | 0 | 1 | 1 |
| T-3..... | 1 | 10 | 0 | 0 | 1 | 1 |
| T-61A FALKE..... | 2 | 10 | 0 | 0 | 1 | 1 |
| TB 9 TAMPICO..... | 1 | 11 | 1 | 0 | 17 | 17 |
| TERN..... | 1 | 10 | 0 | 0 | 7 | 7 |
| TERN IA..... | 1 | 10 | 0 | 0 | 1 | 1 |
| TERN II-1B..... | 1 | 10 | 0 | 0 | 1 | 1 |
| TERN SAILPLANE..... | 1 | 10 | 0 | 0 | 2 | 2 |
| TG3A..... | 2 | 10 | 0 | 0 | 1 | 1 |
| TYPE 21B SEDBERGH..... | 2 | 10 | 0 | 0 | 5 | 5 |
| UFM EASYRISER..... | 1 | 11 | 1 | 0 | 1 | 1 |
| UHP-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| UHP-1 MODIFIED..... | 1 | 10 | 0 | 0 | 1 | 1 |
| V-1..... | 1 | 10 | 0 | 0 | 1 | 1 |
| VJ 24..... | 1 | 11 | 0 | 0 | 1 | 1 |
| WAG-AERO SPORT TRNR..... | 2 | 11 | 1 | 0 | 1 | 1 |
| WEEDHOPPER..... | 1 | 11 | 1 | 0 | 1 | 1 |
| WEIHE..... | 1 | 10 | 0 | 0 | 1 | 1 |
| WILSON PRIMARY GLIDE..... | 1 | 10 | 0 | 0 | 1 | 1 |
| WINDROSE..... | 1 | 10 | 0 | 0 | 4 | 4 |
| WOODSTOCK..... | 1 | 10 | 0 | 0 | 11 | 11 |
| WOODSTOCK GLIDER..... | 1 | 10 | 1 | 0 | 1 | 1 |
| WOODSTOCK TWO..... | 1 | 11 | 1 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
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AMATEUR/EXPERIMENTAL—GLIDER
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| WOODSTOCK 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| WOODSTOCK-I | 1 | 10 | 0 | 0 | 1 | 1 |
| ZIA | 1 | 11 | 1 | 0 | 1 | 1 |
| ZUNI | 1 | 10 | 0 | 0 | 12 | 12 |
| 03A RENIGADE | 1 | 11 | 1 | 0 | 1 | 1 |
| 1 | 1 | 10 | 0 | 0 | 3 | 3 |
| 1CARUS II | 1 | 10 | 0 | 0 | 1 | 1 |
| 1WA | 1 | 11 | 1 | 0 | 1 | 1 |
| 101BC | 1 | 10 | 0 | 0 | 2 | 2 |
| 101C | 1 | 10 | 0 | 0 | 1 | 1 |
| 15 METER | 1 | 10 | 0 | 0 | 1 | 1 |
| 160 | 1 | 10 | 0 | 0 | 1 | 1 |
| 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| 2ND | 1 | 10 | 0 | 0 | 1 | 1 |
| 215-A | 1 | 10 | 0 | 0 | 1 | 1 |
| 4 | 1 | 10 | 0 | 0 | 1 | 1 |
| 68 | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER NO ENGINE | | 10 | | 0 | 831 | 831 |
| GLIDER REC. ENGINE | | 11 | | 0 | 162 | 162 |
| TOTAL | | | | 0 | 993 | 993 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| B -BALLOON..... | 2 | 29 | 1 | 0 | 1 | 1 |
| A..... | 2 | 20 | 0 | 0 | 1 | 1 |
| A B..... | 1 | 20 | 0 | 0 | 7 | 7 |
| A.C.E. SPORT BALLOON..... | 1 | 20 | 0 | 0 | 1 | 1 |
| A-1..... | 1 | 31 | 1 | 0 | 1 | 1 |
| A-1000..... | 2 | 20 | 0 | 0 | 1 | 1 |
| A-210..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AA4..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AEROCHAIR AX3-21..... | 1 | 20 | 0 | 0 | 2 | 2 |
| AIRSHIP X-106..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AIRSHIP 125..... | 4 | 20 | 0 | 0 | 1 | 1 |
| ALBATROSS..... | 4 | 20 | 0 | 0 | 1 | 1 |
| ALPHA-4..... | 2 | 20 | 0 | 0 | 2 | 2 |
| ANDERSON X..... | 3 | 20 | 0 | 0 | 1 | 1 |
| ANTARES..... | 2 | 20 | 0 | 0 | 1 | 1 |
| ARIES MOD. 1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AS-79..... | 1 | 21 | 1 | 0 | 1 | 1 |
| AVID AMPHIBIAN..... | 3 | 31 | 1 | 0 | 2 | 2 |
| AX 3..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX 5..... | 2 | 21 | 0 | 0 | 1 | 1 |
| AX 6..... | 3 | 20 | 0 | 0 | 3 | 3 |
| AX 7..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AX-1.5..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-10..... | 8 | 20 | 0 | 0 | 2 | 2 |
| AX-2..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-3..... | 1 | 20 | 0 | 0 | 8 | 8 |
| AX-3 063049..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-4..... | 1 | 20 | 0 | 0 | 9 | 9 |
| AX-5..... | 1 | 20 | 0 | 0 | 4 | 4 |
| AX-6..... | 1 | 20 | 0 | 0 | 10 | 10 |
| AX-6-50B..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AX-7..... | 4 | 20 | 0 | 0 | 10 | 10 |
| AX-8..... | 0 | 20 | 0 | 0 | 3 | 3 |
| AX-8P..... | 0 | 20 | 0 | 0 | 1 | 1 |
| AX3..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX3 BALLOON..... | 1 | 20 | 0 | 0 | 2 | 2 |
| AX3M..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX4..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6..... | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6DW1..... | 4 | 20 | 0 | 0 | 1 | 1 |
| AX7..... | 3 | 20 | 0 | 0 | 2 | 2 |
| AX7 77..... | 4 | 21 | 0 | 0 | 5 | 5 |
| AX7-77..... | 4 | 20 | 0 | 0 | 4 | 4 |
| AX8..... | 5 | 20 | 0 | 0 | 1 | 1 |
| AX8 105SII..... | 4 | 20 | 0 | 0 | 1 | 1 |
| AX8-105..... | 4 | 20 | 0 | 0 | 9 | 9 |
| AX8-85P..... | 1 | 20 | 0 | 0 | 1 | 1 |
| AX8-88..... | 4 | 20 | 0 | 0 | 2 | 2 |
| AX9 118..... | 1 | 20 | 0 | 0 | 1 | 1 |
| B-1..... | 0 | 20 | 0 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|-------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| B-2..... | 2 | 20 | 0 | 0 | 1 | 1 |
| BA-2..... | 1 | 31 | 1 | 0 | 1 | 1 |
| BALLOON..... | 2 | 20 | 0 | 0 | 4 | 4 |
| BALLOON AX3..... | 1 | 20 | 0 | 0 | 1 | 1 |
| BARNES FIRE FLY 42..... | 2 | 20 | 0 | 0 | 1 | 1 |
| BASKET IM ENV 28K..... | 1 | 20 | 0 | 0 | 1 | 1 |
| BG-12-B-GT..... | 1 | 20 | 0 | 0 | 1 | 1 |
| BK 310-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| BKW 90..... | 3 | 20 | 0 | 0 | 1 | 1 |
| BLACKOSTAT..... | 4 | 20 | 0 | 0 | 1 | 1 |
| BURK 31..... | 1 | 20 | 0 | 0 | 1 | 1 |
| C-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| C-6 (AX-6)..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CA-50..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CAL 34..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CAMERON O-84..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CAMERON PEANUT..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CAN-56..... | 3 | 20 | 0 | 0 | 4 | 4 |
| CE300..... | 2 | 20 | 0 | 0 | 1 | 1 |
| CLOUD CLIPPER..... | 3 | 20 | 0 | 0 | 1 | 1 |
| COMPETITION..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CONDOR 56..... | 3 | 20 | 0 | 0 | 3 | 3 |
| CONNECTICUT YANKEE..... | 4 | 20 | 0 | 0 | 1 | 1 |
| CORN 77..... | 4 | 20 | 0 | 0 | 1 | 1 |
| CRUISAIR JBCTS1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CRUISAIR 1000..... | 0 | 20 | 0 | 0 | 2 | 2 |
| CTS..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CUTTER 5..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CUTTER-2..... | 1 | 20 | 0 | 0 | 1 | 1 |
| CW..... | 0 | 20 | 0 | 0 | 1 | 1 |
| DH-EX7..... | 1 | 20 | 0 | 0 | 1 | 1 |
| DM-40..... | 1 | 20 | 0 | 0 | 1 | 1 |
| DONALD-97..... | 4 | 20 | 0 | 0 | 1 | 1 |
| DW-X4..... | 1 | 20 | 0 | 0 | 1 | 1 |
| DW-4..... | 1 | 20 | 0 | 0 | 1 | 1 |
| E-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| EARTHWINDS..... | 4 | 20 | 0 | 0 | 1 | 1 |
| EB1..... | 1 | 31 | 2 | 0 | 1 | 1 |
| ERIC..... | 1 | 20 | 0 | 0 | 1 | 1 |
| EX-7..... | 4 | 20 | 0 | 0 | 1 | 1 |
| EXPERIMENTAL..... | 0 | 20 | 0 | 0 | 1 | 1 |
| FALCON II..... | 2 | 20 | 0 | 0 | 1 | 1 |
| FANTASY..... | 3 | 20 | 0 | 0 | 1 | 1 |
| FATHER-WILLIAM..... | 1 | 20 | 0 | 0 | 1 | 1 |
| FC-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| FCW-2..... | 2 | 20 | 0 | 0 | 1 | 1 |
| FCW-3..... | 1 | 20 | 0 | 0 | 1 | 1 |
| FCW-4..... | 0 | 20 | 0 | 0 | 1 | 1 |
| FLYING CARPET..... | 1 | 20 | 0 | 0 | 1 | 1 |
| FLYING FARCE-1..... | 1 | 20 | 0 | 0 | 1 | 1 |

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AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|-------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| FOOTBALL..... | 5 | 20 | 0 | 0 | 1 | 1 |
| FREE BALLOON..... | 0 | 20 | 0 | 0 | 1 | 1 |
| FREE LADY..... | 2 | 20 | 0 | 0 | 1 | 1 |
| GALAXY 8..... | 3 | 20 | 0 | 0 | 1 | 1 |
| GB-55..... | 2 | 20 | 0 | 0 | 1 | 1 |
| GBL..... | 1 | 20 | 0 | 0 | 1 | 1 |
| GBN-32-500..... | 1 | 20 | 0 | 0 | 1 | 1 |
| GBN-41-1000..... | 2 | 20 | 0 | 0 | 9 | 9 |
| GC-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| GJCB-1..... | 4 | 20 | 0 | 0 | 1 | 1 |
| GOBLIN..... | 2 | 20 | 0 | 0 | 1 | 1 |
| GX-7..... | 4 | 20 | 0 | 0 | 1 | 1 |
| GZ22..... | 9 | 32 | 2 | 0 | 1 | 1 |
| HAB 1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| HAB-2..... | 1 | 20 | 0 | 0 | 1 | 1 |
| HACKER 40..... | 1 | 20 | 0 | 0 | 1 | 1 |
| HANG..... | 2 | 20 | 0 | 0 | 1 | 1 |
| HARE AX-7..... | 0 | 20 | 0 | 0 | 1 | 1 |
| HGB-14..... | 3 | 20 | 0 | 0 | 1 | 1 |
| HOMEBUILT-02..... | 0 | 20 | 0 | 0 | 1 | 1 |
| HOT AIR BALLOON..... | 4 | 20 | 0 | 0 | 6 | 6 |
| HOT AIR BALLOON FRED..... | 1 | 20 | 0 | 0 | 1 | 1 |
| HOT AIR-BALLOON..... | 2 | 29 | 2 | 0 | 1 | 1 |
| HW..... | 0 | 20 | 0 | 0 | 1 | 1 |
| INCARNATION GARUDA..... | 1 | 20 | 0 | 0 | 1 | 1 |
| JBC-B3..... | 3 | 20 | 0 | 0 | 1 | 1 |
| JC-77C..... | 0 | 20 | 0 | 0 | 1 | 1 |
| JS..... | 0 | 20 | 0 | 0 | 1 | 1 |
| JS-56C..... | 1 | 20 | 0 | 0 | 1 | 1 |
| JS56C..... | 1 | 20 | 0 | 0 | 3 | 3 |
| JS561C..... | 3 | 20 | 0 | 0 | 1 | 1 |
| JS77C..... | 0 | 20 | 0 | 0 | 6 | 6 |
| JS77K..... | 3 | 20 | 0 | 0 | 1 | 1 |
| K-630/1-R..... | 4 | 20 | 0 | 0 | 1 | 1 |
| KITTY HAWK..... | 2 | 20 | 0 | 0 | 1 | 1 |
| K630/1-R1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LIGHTNING..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LIGHTSHIP A50..... | 5 | 31 | 2 | 0 | 1 | 1 |
| LITTLE DJ..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE GUY 1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE ONE..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE RB-1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE VOYAGER..... | 1 | 20 | 0 | 0 | 1 | 1 |
| LUFTSTOFF..... | 1 | 20 | 0 | 0 | 1 | 1 |
| M-100..... | 0 | 20 | 0 | 0 | 1 | 1 |
| MARK V-B AX-6..... | 3 | 20 | 0 | 0 | 2 | 2 |
| MAY DAY..... | 1 | 20 | 0 | 0 | 1 | 1 |
| MICK-1 MK-1..... | 2 | 20 | 0 | 0 | 1 | 1 |
| MODEL A..... | 1 | 20 | 0 | 0 | 1 | 1 |
| MODEL M..... | 3 | 20 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| MODEL I..... | 1 | 20 | 0 | 0 | 1 | 1 |
| MODEL-01..... | 3 | 20 | 0 | 0 | 1 | 1 |
| MODEL-1..... | 0 | 20 | 0 | 0 | 1 | 1 |
| MONERAI..... | 1 | 31 | 0 | 0 | 1 | 1 |
| MONNETT-MONERAI S..... | 1 | 20 | 0 | 0 | 1 | 1 |
| MS FLYER..... | 1 | 20 | 0 | 0 | 1 | 1 |
| NATIONAL FUNSHIP..... | 3 | 20 | 0 | 0 | 2 | 2 |
| N.T.L. FUNSHIP AX-7..... | 4 | 20 | 0 | 0 | 1 | 1 |
| N90S..... | 5 | 20 | 0 | 0 | 1 | 1 |
| OPTIMUS-I..... | 1 | 20 | 0 | 0 | 1 | 1 |
| OSPREY II..... | 1 | 31 | 1 | 0 | 2 | 2 |
| OZ..... | 0 | 20 | 0 | 0 | 1 | 1 |
| OZ BALLOONS A-165..... | 2 | 20 | 0 | 0 | 1 | 1 |
| OZ BALLOONS AX-8..... | 0 | 20 | 0 | 0 | 1 | 1 |
| P. JAY..... | 1 | 20 | 0 | 0 | 1 | 1 |
| PATM 56..... | 0 | 20 | 0 | 0 | 2 | 2 |
| PATM-299..... | 1 | 20 | 0 | 0 | 1 | 1 |
| PEACHES..... | 3 | 20 | 0 | 0 | 1 | 1 |
| PERSEVERANCE..... | 1 | 20 | 0 | 0 | 1 | 1 |
| PHOENIX..... | 1 | 20 | 0 | 0 | 1 | 1 |
| PHOENIX-7..... | 3 | 20 | 0 | 0 | 1 | 1 |
| POLYWOG..... | 4 | 20 | 0 | 0 | 1 | 1 |
| PW75..... | 4 | 20 | 0 | 0 | 1 | 1 |
| RAVEN INDUST TIF1000..... | 1 | 20 | 0 | 0 | 1 | 1 |
| RAVEN ORBITOR MG-300..... | 2 | 20 | 0 | 0 | 2 | 2 |
| RAVEN S52A..... | 1 | 20 | 0 | 0 | 4 | 4 |
| RAVEN S57-A..... | 1 | 20 | 0 | 0 | 103 | 103 |
| RAVEN/MEDEMA S-60A..... | 2 | 20 | 0 | 0 | 3 | 3 |
| RB-42..... | 1 | 20 | 0 | 0 | 4 | 4 |
| RJS..... | 1 | 20 | 0 | 0 | 1 | 1 |
| ROMULAS..... | 0 | 20 | 0 | 0 | 1 | 1 |
| ROSEBUD AX-5..... | 1 | 20 | 0 | 0 | 1 | 1 |
| ROSEBUD AX4..... | 1 | 20 | 0 | 0 | 1 | 1 |
| ROVER..... | 2 | 20 | 0 | 0 | 1 | 1 |
| S.W..... | 1 | 20 | 0 | 0 | 1 | 1 |
| S-10..... | 1 | 20 | 0 | 0 | 2 | 2 |
| S-50..... | 1 | 20 | 0 | 0 | 1 | 1 |
| S-50A..... | 4 | 20 | 0 | 0 | 2 | 2 |
| S-56..... | 3 | 20 | 0 | 0 | 1 | 1 |
| S-60..... | 1 | 20 | 0 | 0 | 1 | 1 |
| S-60A..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SAG 1000..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SC60A..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SEAHAWK..... | 2 | 31 | 1 | 0 | 1 | 1 |
| SENTINEL 1000..... | 15 | 31 | 1 | 0 | 1 | 1 |
| SKY SAILOR AX-7..... | 4 | 20 | 0 | 0 | 1 | 1 |
| SKY SAILOR AX6..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SKYHAWK..... | 4 | 20 | 0 | 0 | 1 | 1 |
| SKYSAILOR AX-5..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SOLAR-6-10..... | 1 | 20 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|---------------------------|-------------|--------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| SP..... | 1 | 20 | 0 | 0 | 1 | 1 |
| SPIRIT OF LAKE GARDA..... | 4 | 20 | 0 | 0 | 1 | 1 |
| SS 103..... | 1 | 20 | 0 | 0 | 2 | 2 |
| SS 105 AX8..... | 7 | 20 | 0 | 0 | 1 | 1 |
| SS-M8..... | 2 | 20 | 0 | 0 | 1 | 1 |
| SS-103..... | 1 | 20 | 0 | 0 | 1 | 1 |
| STARFIRE 5..... | 1 | 20 | 1 | 0 | 1 | 1 |
| STEVEN PP 1..... | 1 | 20 | 0 | 0 | 1 | 1 |
| STOKES AX-6..... | 4 | 20 | 0 | 0 | 1 | 1 |
| STOKES JETSTREAM 6..... | 2 | 20 | 0 | 0 | 1 | 1 |
| SUNDANCER AX-4..... | 2 | 20 | 0 | 0 | 2 | 2 |
| SUNSTAT-I..... | 2 | 20 | 0 | 0 | 1 | 1 |
| S77A..... | 9 | 20 | 0 | 0 | 12 | 12 |
| TALL FRED..... | 1 | 20 | 0 | 0 | 1 | 1 |
| TEARDROP..... | 4 | 20 | 0 | 0 | 1 | 1 |
| TINA 1976..... | 4 | 20 | 0 | 0 | 1 | 1 |
| TRADEWIND..... | 1 | 20 | 0 | 0 | 1 | 1 |
| TYPE 67..... | 0 | 20 | 0 | 0 | 1 | 1 |
| T42..... | 1 | 20 | 0 | 0 | 1 | 1 |
| UNCLE WIGGLY..... | 0 | 20 | 0 | 0 | 1 | 1 |
| VEGAS 634..... | 0 | 20 | 0 | 0 | 1 | 1 |
| VOLZ 100..... | 5 | 20 | 0 | 0 | 1 | 1 |
| W-140-3..... | 1 | 20 | 0 | 0 | 1 | 1 |
| WADSWORTH ELLICONE..... | 2 | 20 | 0 | 0 | 1 | 1 |
| WEEDON..... | 0 | 20 | 0 | 0 | 1 | 1 |
| WESTERN 0-65..... | 1 | 20 | 0 | 0 | 1 | 1 |
| WHITTEMORE-01..... | 1 | 20 | 0 | 0 | 1 | 1 |
| WINDSWEPT..... | 1 | 20 | 0 | 0 | 1 | 1 |
| WISDOM TOOTH..... | 1 | 20 | 0 | 0 | 1 | 1 |
| WORLD RECORD 4..... | 0 | 20 | 0 | 0 | 2 | 2 |
| WW-7C..... | 3 | 20 | 0 | 0 | 1 | 1 |
| WW600M..... | 2 | 20 | 0 | 0 | 2 | 2 |
| X-525..... | 0 | 20 | 0 | 0 | 1 | 1 |
| XP CLASSIC LTD..... | 2 | 20 | 0 | 0 | 6 | 6 |
| XXUS-1-SCOOTER..... | 1 | 20 | 0 | 0 | 1 | 1 |
| XXUS-3-FAIRPLAY..... | 1 | 20 | 0 | 0 | 1 | 1 |
| ZIRPOLOSTAT 56..... | 1 | 20 | 0 | 0 | 1 | 1 |
| 065..... | 1 | 20 | 0 | 0 | 1 | 1 |
| 1..... | 1 | 21 | 0 | 0 | 2 | 2 |
| 1 PASSENGER..... | 1 | 20 | 0 | 0 | 1 | 1 |
| 1-4P..... | 4 | 31 | 1 | 0 | 1 | 1 |
| 1000..... | 0 | 20 | 0 | 0 | 1 | 1 |
| 1001..... | 2 | 20 | 0 | 0 | 1 | 1 |
| 105C..... | 1 | 20 | 0 | 0 | 1 | 1 |
| 105P..... | 4 | 20 | 0 | 0 | 1 | 1 |
| 138S..... | 8 | 31 | 1 | 0 | 1 | 1 |
| 2..... | 1 | 20 | 0 | 0 | 1 | 1 |
| 2-75..... | 3 | 20 | 0 | 0 | 1 | 1 |
| 240..... | 5 | 31 | 4 | 0 | 1 | 1 |
| 250..... | 1 | 20 | 0 | 0 | 1 | 1 |

**U.S. REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER, MODEL AND SERIES—NUMBER OF SEATS
AMATEUR/EXPERIMENTAL—BALLOON/DIRIGIBLE
AS OF DECEMBER 31, 1991**

| Model | Designation | | | Air Carrier | General Aviation | Total Aircraft |
|----------------------------------|-------------|-----------------------------|----------------|-------------|------------------|----------------|
| | Places | Aircraft/ Engine Type | No. Engines | | | |
| 299 | 1 | 20 | 0 | 0 | 1 | 1 |
| 3 | 1 | 20 | 0 | 0 | 1 | 1 |
| 32 CALIBRE | 1 | 20 | 0 | 0 | 1 | 1 |
| 39M | 1 | 20 | 0 | 0 | 1 | 1 |
| 48K | 1 | 20 | 0 | 0 | 1 | 1 |
| 56-BX3 | 1 | 20 | 0 | 0 | 1 | 1 |
| 56M | 1 | 20 | 0 | 0 | 1 | 1 |
| 650 | 3 | 20 | 0 | 0 | 1 | 1 |
| 752-12 | 4 | 20 | 0 | 0 | 2 | 2 |
| 752-12S | 3 | 20 | 0 | 0 | 1 | 1 |
| TOTAL | | | | 0 | 0 | 0 |
| BALLOON NO ENGINE | | 20 | | 0 | 471 | 471 |
| BALLOON REC ENGINE | | 21 | | 0 | 9 | 9 |
| BALLOON ENGINE UNKN | | 29 | | 0 | 2 | 2 |
| BLIMP/DIR REC ENG | | 31 | | 0 | 14 | 14 |
| TOTAL | | | | 0 | 496 | 496 |

APPENDIX B

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|--------------------|--------------|---------------|-------------|------------------|----------------|
| A.C.E..... | HIDR MARK III..... | 95 | 18 | 0 | 18 | 18 |
| A.C.E..... | UPRI MARK III..... | 100 | 9 | 0 | 9 | 9 |
| TOTAL..... | | | 27 | 0 | 27 | 27 |
| AERONCA..... | E107A..... | 30 | 5 | 0 | 5 | 5 |
| AERONCA..... | E113 SERIES..... | 45 | 69 | 0 | 69 | 69 |
| TOTAL..... | | | 74 | 0 | 74 | 74 |
| AIRESEARCH..... | TPE331 SERIES..... | 600 | 32 | 0 | 28 | 28 |
| TOTAL..... | | | 32 | 0 | 28 | 28 |
| ALLISON..... | V1710 SERIES..... | 1500 | 47 | 0 | 37 | 37 |
| ALLISON..... | 250 SERIES..... | 300 | 81 | 0 | 78 | 78 |
| TOTAL..... | | | 128 | 0 | 115 | 115 |
| ALVIS..... | 514/SER..... | 495 | 7 | 0 | 4 | 4 |
| TOTAL..... | | | 7 | 0 | 4 | 4 |
| ANZANI..... | Y..... | 35 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| ARDEM..... | 4 C02..... | 30 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| ARGUS..... | AS10R..... | 250 | 6 | 0 | 6 | 6 |
| TOTAL..... | | | 6 | 0 | 6 | 6 |
| ARMST SIDD..... | GENET MARK 11..... | 80 | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 3 | 0 | 3 | 3 |
| ARROW..... | V8F..... | 82 | 8 | 0 | 8 | 8 |
| TOTAL..... | | | 8 | 0 | 8 | 8 |
| AVIA..... | M-137..... | 180 | 4 | 0 | 4 | 4 |
| TOTAL..... | | | 4 | 0 | 4 | 4 |
| AVN HOLD..... | SZEKE SR3L..... | 30 | 8 | 0 | 8 | 8 |
| AVN HOLD..... | SZEKE SR345..... | 45 | 5 | 0 | 5 | 5 |
| TOTAL..... | | | 13 | 0 | 13 | 13 |
| BOMBARDIER..... | ROTAX (ALL)..... | 0 | 1,574 | 0 | 1,573 | 1,573 |
| TOTAL..... | | | 1,574 | 0 | 1,573 | 1,573 |
| BREDA..... | SPA 6A..... | 45 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| BRIST AERO..... | CNTURUSMK18..... | 2480 | 7 | 0 | 7 | 7 |
| BRIST AERO..... | HERCULES..... | 1690 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 8 | 0 | 8 | 8 |
| BRIST SID..... | GIPSY..... | 85 | 6 | 0 | 6 | 6 |
| TOTAL..... | | | 6 | 0 | 6 | 6 |
| CHOTIA..... | ALL MDLS A/B..... | | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| CIRRUS..... | MARK III..... | 100 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| CLERGET..... | ROTARY..... | 130 | 2 | 0 | 2 | 2 |
| TOTAL..... | | | 2 | 0 | 2 | 2 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------|---------------------|--------------|---------------|-------------|------------------|----------------|
| COMET | 7E | 165 | 3 | 0 | 3 | 3 |
| TOTAL ..... | ..... |  | 3 | 0 | 3 | 3 |
| CONT MOTOR | A&C65 SERIES | 75 | 9,922 | 0 | 9,921 | 9,921 |
| CONT MOTOR | A&C75 SERIES | 75 | 2,122 | 0 | 2,122 | 2,122 |
| CONT MOTOR | A100 | 100 | 8 | 0 | 8 | 8 |
| CONT MOTOR | A40 SERIES | 40 | 138 | 0 | 138 | 138 |
| CONT MOTOR | A50 SERIES | 50 | 37 | 0 | 37 | 37 |
| CONT MOTOR | A70 SERIES | 165 | 14 | 0 | 13 | 13 |
| CONT MOTOR | A80 SERIES | 80 | 88 | 0 | 88 | 88 |
| CONT MOTOR | C125 SERIES | 125 | 383 | 0 | 382 | 382 |
| CONT MOTOR | C145 SERIES | 145 | 2,276 | 0 | 2,275 | 2,275 |
| CONT MOTOR | C85 SERIES | 85 | 6,196 | 0 | 6,195 | 6,195 |
| CONT MOTOR | C90 SERIES | 95 | 2,608 | 0 | 2,607 | 2,607 |
| CONT MOTOR | E165 SERIES | 165 | 14 | 0 | 14 | 14 |
| CONT MOTOR | E185 SERIES | 205 | 2,007 | 0 | 2,007 | 2,007 |
| CONT MOTOR | E225 SERIES | 225 | 1,483 | 0 | 1,481 | 1,481 |
| CONT MOTOR | FSO-470 SER | 260 | 11 | 0 | 7 | 7 |
| CONT MOTOR | FSO-526 | 270 | 10 | 0 | 10 | 10 |
| CONT MOTOR | GIO-244 | 244 | 2 | 0 | 1 | 1 |
| CONT MOTOR | GIO-470SERIES | 310 | 19 | 0 | 12 | 12 |
| CONT MOTOR | GO-300 SERIES | 175 | 1,219 | 0 | 1,216 | 1,216 |
| CONT MOTOR | GTSIO-520 SER | 300 | 35 | 0 | 18 | 18 |
| CONT MOTOR | GTSIO-520-C | 340 | 1,833 | 5 | 1,034 | 1,039 |
| CONT MOTOR | GTSIO-520-F-K | 435 | 691 | 3 | 348 | 351 |
| CONT MOTOR | IO 520 SERIES | 280 | 16,534 | 12 | 14,113 | 14,125 |
| CONT MOTOR | IO-230 | 115 | 20 | 0 | 19 | 19 |
| CONT MOTOR | IO-346 SERIES | 165 | 293 | 0 | 291 | 291 |
| CONT MOTOR | IO-360 | 210 | 3,317 | 0 | 2,312 | 2,312 |
| CONT MOTOR | IO-470 SER | 260 | 72 | 0 | 48 | 48 |
| CONT MOTOR | IO-550 SERIES | 280 | 375 | 0 | 300 | 300 |
| CONT MOTOR | O-470 SERIES | 265 | 16,197 | 0 | 15,727 | 15,727 |
| CONT MOTOR | PC60-6 | 90 | 7 | 0 | 6 | 6 |
| CONT MOTOR | R-975-46 | 550 | 24 | 0 | 23 | 23 |
| CONT MOTOR | R670-A THRU H | 225 | 189 | 0 | 189 | 189 |
| CONT MOTOR | R9A | 525 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TIO 541 SERIE | 380 | 38 | 0 | 20 | 20 |
| CONT MOTOR | TP500 | 350 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-360 SER | 225 | 3,780 | 5 | 2,593 | 2,598 |
| CONT MOTOR | TSIO-520 SERI | 300 | 354 | 2 | 254 | 256 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 289 | 1 | 199 | 200 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 729 | 1 | 510 | 511 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 394 | 7 | 259 | 266 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 106 | 1 | 78 | 79 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 34 | 0 | 26 | 26 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI | 300 | 864 | 8 | 624 | 632 |
| CONT MOTOR | TSIO-520 SER | 300 | 2 | 0 | 1 | 1 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|--------------------|--------------|----------------|-------------|------------------|----------------|
| CONT MOTOR | TSIO-520 SERI..... | 300 | 39 | 0 | 27 | 27 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 1,338 | 7 | 992 | 999 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 756 | 2 | 570 | 572 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 116 | 0 | 88 | 88 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 324 | 1 | 254 | 255 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 307 | 5 | 226 | 231 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 519 | 5 | 392 | 397 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 124 | 0 | 103 | 103 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 200 | 0 | 160 | 160 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 506 | 3 | 385 | 388 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 33 | 0 | 23 | 23 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 541 | 2 | 389 | 391 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 725 | 4 | 485 | 489 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 281 | 9 | 173 | 182 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 297 | 6 | 184 | 190 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 383 | 3 | 266 | 269 |
| CONT MOTOR | TSIO-520 SER..... | 300 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-520 SERI..... | 300 | 249 | 11 | 139 | 150 |
| CONT MOTOR | TSIO-470-B..... | 260 | 327 | 0 | 170 | 170 |
| CONT MOTOR | W670 SERIES..... | 250 | 982 | 0 | 982 | 982 |
| CONT MOTOR | 0-200 SERIES..... | 100 | 14,294 | 1 | 14,278 | 14,279 |
| CONT MOTOR | 0-300 SER..... | 145 | 8,683 | 0 | 8,681 | 8,681 |
| CONT MOTOR | 6-285-A..... | 285 | 111 | 0 | 108 | 108 |
| CONT MOTOR | 6-320 SERIES..... | 300 | 9 | 1 | 6 | 7 |
| TOTAL..... | | | 105,921 | 105 | 96,631 | 96,736 |
| CORVAIR | GO-140..... | 145 | 20 | 0 | 20 | 20 |
| TOTAL..... | | | 20 | 0 | 20 | 20 |
| CUYUNA..... | ALL MDLS A/B..... | | 164 | 0 | 164 | 164 |
| CUYUNA..... | 430R..... | 40 | 10 | 0 | 10 | 10 |
| TOTAL..... | | | 174 | 0 | 174 | 174 |
| DEHAV ENG..... | GIPSY GRP 3..... | 105 | 8 | 0 | 7 | 7 |
| DEHAV ENG..... | GIPSY MAJOR..... | 140 | 111 | 0 | 110 | 110 |
| DEHAV ENG..... | GQ 30 MK2..... | 250 | 29 | 0 | 11 | 11 |
| DEHAV ENG..... | GQ 70-4..... | 340 | 2 | 0 | 1 | 1 |
| DEHAV ENG..... | GQ 70MK2..... | 380 | 28 | 0 | 14 | 14 |
| TOTAL..... | | | 178 | 0 | 143 | 143 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------|---------------------|--------------|---------------|-------------|------------------|----------------|
| E.N.M.A. | GIV SERIES..... | 150 | 4 | 0 | 4 | 4 |
| TOTAL | | | 4 | 0 | 4 | 4 |
| EVINRUDE | STARFLITE..... | 85 | 33 | 0 | 33 | 33 |
| TOTAL | | | 33 | 0 | 33 | 33 |
| FAIRCHILD..... | SGV-770C SER..... | 550 | 2 | 0 | 2 | 2 |
| FAIRCHILD..... | V-770B SERIES | 315 | 1 | 0 | 1 | 1 |
| FAIRCHILD..... | 6-390 SERIES | 150 | 2 | 0 | 2 | 2 |
| FAIRCHILD..... | 6-410 SERIES | 175 | 4 | 0 | 4 | 4 |
| FAIRCHILD..... | 6-440 SERIES | 200 | 372 | 0 | 350 | 350 |
| TOTAL | | | 381 | 0 | 359 | 359 |
| FORD..... | CONVERSION..... | 60 | 62 | 0 | 62 | 62 |
| TOTAL | | | 62 | 0 | 62 | 62 |
| FRANKLIN..... | SPORT 4B1SER | 85 | 16 | 0 | 16 | 16 |
| FRANKLIN..... | 0-425-1 | 285 | 1 | 0 | 1 | 1 |
| FRANKLIN..... | 2A4 SERIES | 49 | 49 | 0 | 49 | 49 |
| FRANKLIN..... | 4ACG199H3 | 113 | 11 | 0 | 11 | 11 |
| FRANKLIN..... | 4AC150-A | 60 | 17 | 0 | 17 | 17 |
| FRANKLIN..... | 4AC150-40 | 40 | 2 | 0 | 2 | 2 |
| FRANKLIN..... | 4AC150-50 | 50 | 8 | 0 | 8 | 8 |
| FRANKLIN..... | 4AC171 | 60 | 2 | 0 | 2 | 2 |
| FRANKLIN..... | 4AC176B SER..... | 65 | 160 | 0 | 160 | 160 |
| FRANKLIN..... | 4AC176C-D-F | 80 | 26 | 0 | 26 | 26 |
| FRANKLIN..... | 4AC199B SER..... | 65 | 6 | 0 | 6 | 6 |
| FRANKLIN..... | 4AC199D&E SER | 90 | 153 | 0 | 153 | 153 |
| FRANKLIN..... | 4A225 SERIES | 225 | 1 | 0 | 1 | 1 |
| FRANKLIN..... | 4A235 SERIES | 135 | 8 | 0 | 8 | 8 |
| FRANKLIN..... | 4A4100 SERIES..... | 100 | 4 | 0 | 4 | 4 |
| FRANKLIN..... | 6A&6V335 SER..... | 210 | 104 | 0 | 104 | 104 |
| FRANKLIN..... | 6A-350SER | 235 | 63 | 0 | 63 | 63 |
| FRANKLIN..... | 6ACT298 SER..... | 155 | 5 | 0 | 5 | 5 |
| FRANKLIN..... | 6AC264 SERIES | 120 | 3 | 0 | 3 | 3 |
| FRANKLIN..... | 6AC298 SERIES | 130 | 3 | 0 | 3 | 3 |
| FRANKLIN..... | 6AG4185 SER..... | 185 | 2 | 0 | 2 | 2 |
| FRANKLIN..... | 6A4150 SERIES..... | 150 | 1,018 | 0 | 1,018 | 1,018 |
| FRANKLIN..... | 6A4165 SERIES..... | 165 | 1,125 | 0 | 1,125 | 1,125 |
| FRANKLIN..... | 6A4200 SERIES..... | 200 | 20 | 0 | 20 | 20 |
| FRANKLIN..... | 6A8 SERIES | 215 | 207 | 0 | 207 | 207 |
| FRANKLIN..... | 6V 350 SERIES | 235 | 231 | 0 | 228 | 228 |
| FRANKLIN..... | 6V-335 SERIES | 200 | 22 | 0 | 22 | 22 |
| FRANKLIN..... | 6VS-335 SER | 240 | 61 | 0 | 61 | 61 |
| FRANKLIN..... | 6V4 SERIES | 210 | 175 | 0 | 175 | 175 |
| FRANKLIN..... | 6V6 SERIES | 245 | 18 | 0 | 18 | 18 |
| TOTAL | | | 3,521 | 0 | 3,518 | 3,518 |
| FUNK..... | FUNK E | 63 | 5 | 0 | 5 | 5 |
| TOTAL | | | 5 | 0 | 5 | 5 |
| GESCHWENDE | GFV-8-3 | 500 | 1 | 0 | 1 | 1 |
| TOTAL | | | 1 | 0 | 1 | 1 |
| GNOME..... | ROTARY | 160 | 7 | 0 | 7 | 7 |
| TOTAL | | | 7 | 0 | 7 | 7 |

**INVENTORY OF AIRCRAFT ENGINES
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PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------|---------------------|--------------|---------------|-------------|------------------|----------------|
| GULF COAST | W670240 | 240 | 5 | 0 | 5 | 5 |
| TOTAL ..... | ..... |  | 5 | 0 | 5 | 5 |
| HEATH AVN. | B4 | 25 | 3 | 0 | 3 | 3 |
| TOTAL ..... | ..... |  | 3 | 0 | 3 | 3 |
| HIRTH | F10 | 26 | 9 | 0 | 9 | 9 |
| HIRTH | F20 | 23 | 3 | 0 | 3 | 3 |
| HIRTH | F30 | 25 | 4 | 0 | 4 | 4 |
| HIRTH | HM 504 | 100 | 3 | 0 | 3 | 3 |
| TOTAL ..... | ..... |  | 19 | 0 | 19 | 19 |
| HISPANO | E | 180 | 7 | 0 | 7 | 7 |
| TOTAL ..... | ..... |  | 7 | 0 | 7 | 7 |
| HONDA | CIVIC | 75 | 21 | 0 | 21 | 21 |
| HONDA | CX500 | 60 | 1 | 0 | 1 | 1 |
| TOTAL ..... | ..... |  | 22 | 0 | 22 | 22 |
| JACOBS | L3 SERIES | 55 | 3 | 0 | 3 | 3 |
| JACOBS | L4 /R755-7 | 245 | 360 | 0 | 306 | 306 |
| JACOBS | L5 SERIES | 285 | 5 | 0 | 5 | 5 |
| JACOBS | L6 SERIES | 330 | 79 | 0 | 75 | 75 |
| JACOBS | R755A SERIES | 300 | 269 | 0 | 269 | 269 |
| JACOBS | R755B SERIES | 275 | 184 | 0 | 184 | 184 |
| JACOBS | R755E SERIES | 350 | 2 | 0 | 2 | 2 |
| TOTAL ..... | ..... |  | 902 | 0 | 844 | 844 |
| KAWASAKI | ALL MDLS A/B | | 64 | 0 | 64 | 64 |
| TOTAL ..... | ..... |  | 64 | 0 | 64 | 64 |
| KEIKHAFFER | MK55 | 40 | 3 | 0 | 3 | 3 |
| TOTAL ..... | ..... |  | 3 | 0 | 3 | 3 |
| KEN ROYCE | 7 SERIES | 120 | 23 | 0 | 23 | 23 |
| KEN ROYCE | 90-5 SERIES | 90 | 17 | 0 | 17 | 17 |
| TOTAL ..... | ..... |  | 40 | 0 | 40 | 40 |
| KINNER | B5 SERIES | 125 | 81 | 0 | 81 | 81 |
| KINNER | K5 SERIES | 100 | 49 | 0 | 49 | 49 |
| KINNER | R5 SERIES | 160 | 189 | 0 | 189 | 189 |
| TOTAL ..... | ..... |  | 319 | 0 | 319 | 319 |
| LAMBERT | R266 | 90 | 41 | 0 | 41 | 41 |
| TOTAL ..... | ..... |  | 41 | 0 | 41 | 41 |
| LEBLOND | 70 SERIES | 70 | 19 | 0 | 19 | 19 |
| LEBLOND | 85 SERIES | 85 | 14 | 0 | 14 | 14 |
| TOTAL ..... | ..... |  | 33 | 0 | 33 | 33 |
| LENAPPE | AR3-160 | 50 | 3 | 0 | 2 | 2 |
| LENAPPE | LM5 | 95 | 1 | 0 | 1 | 1 |
| TOTAL ..... | ..... |  | 4 | 0 | 3 | 3 |
| LERHONE | TYPE C | 80 | 11 | 0 | 11 | 11 |
| LERHONE | TYPE J | 110 | 2 | 0 | 2 | 2 |
| TOTAL | | | 13 | 0 | 13 | 13 |
| LIMBACH | LIMBACH L2000 | 80 | 21 | 0 | 18 | 18 |
| LIMBACH | 1700E | 68 | 23 | 0 | 23 | 23 |

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| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------|---------------|--------------|---------------|-------------|------------------|----------------|
| TOTAL | | | 44 | 0 | 41 | 41 |
| LINCOLN | LIBERTY-12 | 400 | 1 | 0 | 1 | 1 |
| TOTAL | | | 1 | 0 | 1 | 1 |
| LYCOMING | AEIO-320 SER | 150 | 65 | 0 | 62 | 62 |
| LYCOMING | AEIO-360 SER | 180 | 617 | 0 | 617 | 617 |
| LYCOMING | AEIO-540 SER | 260 | 148 | 0 | 147 | 147 |
| LYCOMING | GO-435 | 210 | 52 | 0 | 42 | 42 |
| LYCOMING | GO-435C&D SER | 260 | 362 | 0 | 256 | 256 |
| LYCOMING | GO-480 SERIES | 295 | 830 | 0 | 484 | 484 |
| LYCOMING | GSO&IGSO-480 | 340 | 522 | 0 | 265 | 265 |
| LYCOMING | GSO-435 SERIE | 300 | 11 | 0 | 10 | 10 |
| LYCOMING | GSO-580 SER | 400 | 8 | 0 | 4 | 4 |
| LYCOMING | HIO-360 SER | 205 | 443 | 2 | 441 | 443 |
| LYCOMING | HO-360 | 180 | 92 | 0 | 91 | 91 |
| LYCOMING | IGO-540-B1A | 350 | 57 | 0 | 30 | 30 |
| LYCOMING | IGSO-540-B1A | 380 | 495 | 0 | 252 | 252 |
| LYCOMING | IO-320 SERIES | 150 | 3,199 | 2 | 2,020 | 2,022 |
| LYCOMING | IO-520 SER | 285 | 9 | 0 | 9 | 9 |
| LYCOMING | IO-540 SER | 300 | 2,760 | 6 | 2,183 | 2,189 |
| LYCOMING | IO-720 | 400 | 234 | 0 | 206 | 206 |
| LYCOMING | IO-360-B1E | 180 | 45 | 0 | 43 | 43 |
| LYCOMING | IO360 SER A&C | 200 | 1,728 | 0 | 1,693 | 1,693 |
| LYCOMING | IO360 SER BEF | 180 | 8,637 | 2 | 8,045 | 8,047 |
| LYCOMING | O&GO-145C SER | 75 | 48 | 0 | 48 | 48 |
| LYCOMING | O&VO-360 SER | 180 | 15,811 | 0 | 15,022 | 15,022 |
| LYCOMING | R-1820 SER | 1300 | 10 | 0 | 10 | 10 |
| LYCOMING | R680 | 215 | 184 | 0 | 180 | 180 |
| LYCOMING | R680-2-B2-BA | 240 | 1 | 0 | 1 | 1 |
| LYCOMING | R680-4P-B4 | 225 | 174 | 0 | 174 | 174 |
| LYCOMING | R680-5-B5-D5 | 260 | 6 | 0 | 6 | 6 |
| LYCOMING | R680-6B6-D6 | 245 | 9 | 0 | 9 | 9 |
| LYCOMING | R680E SERIES | 300 | 291 | 0 | 275 | 275 |
| LYCOMING | TIGO-541SER | 400 | 216 | 4 | 104 | 108 |
| LYCOMING | TIO-540 SER | 310 | 10,154 | 64 | 6,674 | 6,738 |
| LYCOMING | TIO-541 SER | 310 | 850 | 1 | 436 | 437 |
| LYCOMING | TV0-435 SER | 280 | 213 | 1 | 211 | 212 |
| LYCOMING | TO-360 SER | 210 | 135 | 0 | 100 | 100 |
| LYCOMING | T53 SER | 1150 | 6 | 0 | 6 | 6 |
| LYCOMING | VO-435 SERIES | 260 | 447 | 1 | 446 | 447 |
| LYCOMING | VO-540 SERIES | 310 | 337 | 0 | 334 | 334 |
| LYCOMING | O-145A SERIES | 55 | 47 | 0 | 47 | 47 |
| LYCOMING | O-145B SERIES | 65 | 737 | 0 | 737 | 737 |
| LYCOMING | O-235 SERIES | 115 | 11,296 | 0 | 11,288 | 11,288 |
| LYCOMING | O-290 SERIES | 140 | 3,314 | 0 | 3,306 | 3,306 |
| LYCOMING | O-320 SERIES | 160 | 36,543 | 0 | 35,558 | 35,558 |
| LYCOMING | O-340 SERIES | 170 | 135 | 0 | 102 | 102 |
| LYCOMING | O-350 SERIES | 150 | 25 | 0 | 25 | 25 |
| LYCOMING | O-360-A1D | 180 | 407 | 0 | 384 | 384 |
| LYCOMING | O-435 | 175 | 146 | 0 | 145 | 145 |
| LYCOMING | O-435A/O-435C | 190 | 209 | 0 | 209 | 209 |
| LYCOMING | O-435A2-KSER | 225 | 14 | 0 | 14 | 14 |

**INVENTORY OF AIRCRAFT ENGINES
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| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------|---------------------|--------------|----------------|-------------|------------------|----------------|
| LYCOMING | 0-435B..... | 235 | 6 | 0 | 6 | 6 |
| LYCOMING | 0-540 SERIES | 250 | 7,798 | 22 | 7,193 | 7,215 |
| LYCOMING | 0-540F1 SERIE | 260 | 34 | 0 | 33 | 33 |
| LYCOMING | 0-550-J3A5D..... | 250 | 2 | 0 | 2 | 2 |
| LYCOMING | 125 | 125 | 10 | 0 | 10 | 10 |
| TOTAL | | | 109,929 | 105 | 99,995 | 100,100 |
| MCCULLOCH..... | ALL MDLS A/B | | 38 | 0 | 38 | 38 |
| MCCULLOCH..... | 430 | 90 | 1 | 0 | 1 | 1 |
| MCCULLOCH..... | 4318A&E/0-100 | 72 | 417 | 0 | 417 | 417 |
| TOTAL | | | 456 | 0 | 456 | 456 |
| MENASCO | BUCCANEER B6S..... | 200 | 1 | 0 | 1 | 1 |
| MENASCO | PIRATE C4 D4 | 125 | 22 | 0 | 22 | 22 |
| MENASCO | PIRATE C4S | 150 | 12 | 0 | 12 | 12 |
| MENASCO | SUP PIRT D4B | 160 | 10 | 0 | 10 | 10 |
| MENASCO | 0-45 | 22 | 4 | 0 | 4 | 4 |
| TOTAL | | | 49 | 0 | 49 | 49 |
| MERCEDES | D111A | 180 | 2 | 0 | 2 | 2 |
| TOTAL | | | 2 | 0 | 2 | 2 |
| MERCURY | MK78/75/ | 70 | 1 | 0 | 1 | 1 |
| MERCURY | 1000 | 100 | 1 | 0 | 1 | 1 |
| TOTAL | | | 2 | 0 | 2 | 2 |
| MILL PARTS | TANK V | 115 | 4 | 0 | 4 | 4 |
| TOTAL | | | 4 | 0 | 4 | 4 |
| NELSON | H-44-54-59-63 | 48 | 6 | 0 | 6 | 6 |
| TOTAL | | | 6 | 0 | 6 | 6 |
| OLDSMOBILE | ROCKET 64654 | 290 | 4 | 0 | 4 | 4 |
| TOTAL | | | 4 | 0 | 4 | 4 |
| ONAN | ALL MDLS A/B | | 82 | 0 | 82 | 82 |
| TOTAL | | | 82 | 0 | 82 | 82 |
| OUTBOARD | BIG TWIN..... | 35 | 3 | 0 | 3 | 3 |
| TOTAL | | | 3 | 0 | 3 | 3 |
| P & W..... | DW-CA SERIES | 2300 | 4 | 1 | 1 | 2 |
| P & W..... | DW-CB SERIES | 2500 | 47 | 11 | 5 | 16 |
| P & W..... | H-A SERIES..... | 525 | 1 | 0 | 1 | 1 |
| P & W..... | H-B&HSB SER | 575 | 2 | 0 | 2 | 2 |
| P & W..... | PT6A SERIES..... | 500 | 71 | 5 | 53 | 58 |
| P & W..... | R-4360-59B | 3250 | 13 | 1 | 3 | 4 |
| P & W..... | R-985 SERIES..... | 450 | 3,431 | 4 | 2,657 | 2,661 |
| P & W..... | R1340 SERIES..... | 600 | 2,307 | 0 | 2,302 | 2,302 |
| P & W..... | R1830 SERIES..... | 1350 | 551 | 20 | 255 | 275 |
| P & W..... | R2000 SERIES..... | 1450 | 192 | 1 | 56 | 57 |
| P & W..... | R2800 SERIES..... | 2500 | 748 | 78 | 255 | 333 |
| P & W..... | TW-D-2SD..... | 1450 | 4 | 0 | 1 | 1 |
| P & W..... | TW-SB SERIES..... | 1000 | 1 | 0 | 1 | 1 |
| P & W..... | TW-SC SERIES..... | 1050 | 1 | 0 | 1 | 1 |
| P & W..... | TW-S1-S3-S4..... | 1200 | 12 | 0 | 7 | 7 |
| P & W..... | TWJR-SAIG | 660 | 2 | 0 | 2 | 2 |

**INVENTORY OF AIRCRAFT ENGINES
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| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|---------------------|--------------|---------------|-------------|------------------|----------------|
| P & W..... | W-A-B-C-D..... | 450 | 4 | 0 | 3 | 3 |
| P & W..... | W-SC SERIES..... | 450 | 5 | 0 | 5 | 5 |
| P & W..... | W-S1H&S3H..... | 600 | 9 | 0 | 9 | 9 |
| P & W..... | WJR-A..... | 300 | 6 | 0 | 4 | 4 |
| P & W..... | WJR-B-S-T..... | 450 | 56 | 0 | 54 | 54 |
| P & W..... | WMAJ SERIES..... | 3500 | 7 | 0 | 3 | 3 |
| TOTAL..... | | | 7,474 | 121 | 5,680 | 5,801 |
| PACKARD..... | LIBERTY..... | 400 | 4 | 0 | 4 | 4 |
| TOTAL..... | | | 4 | 0 | 4 | 4 |
| PEZETEL..... | ASZ-621R-M18..... | 967 | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 3 | 0 | 3 | 3 |
| PHILLIPS..... | 333 SERIES..... | 120 | 4 | 0 | 4 | 4 |
| TOTAL..... | | | 4 | 0 | 4 | 4 |
| PKRD-ROLL..... | V1650 SERIES..... | 1490 | 98 | 0 | 98 | 98 |
| TOTAL..... | | | 98 | 0 | 98 | 98 |
| POLLMAN..... | KFM 40/3500/2..... | 40 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| PORSCHE..... | PFM 3200 NO3..... | 212 | 31 | 0 | 31 | 31 |
| PORSCHE..... | 678-4..... | 75 | 5 | 0 | 5 | 5 |
| PORSCHE..... | 930-67..... | 255 | 2 | 0 | 1 | 1 |
| TOTAL..... | | | 38 | 0 | 37 | 37 |
| POST..... | AL100..... | 40 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| RANGER..... | SEE FAIRCHILD..... | | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 3 | 0 | 3 | 3 |
| RECTIMO..... | 4AR 1200..... | 40 | 12 | 0 | 12 | 12 |
| TOTAL..... | | | 12 | 0 | 12 | 12 |
| RENAULT..... | H.P03..... | 140 | 28 | 0 | 28 | 28 |
| RENAULT..... | 6Q10A..... | 230 | 2 | 0 | 2 | 2 |
| RENAULT..... | 6Q10B..... | 230 | 11 | 0 | 11 | 11 |
| TOTAL..... | | | 41 | 0 | 41 | 41 |
| REVMASER..... | 1800 SER..... | 65 | 1 | 0 | 1 | 1 |
| REVMASER..... | 2100 SERIES..... | 65 | 203 | 0 | 203 | 203 |
| TOTAL..... | | | 204 | 0 | 204 | 204 |
| ROLL ROYCE..... | V-1650-7..... | 1180 | 26 | 0 | 26 | 26 |
| TOTAL..... | | | 26 | 0 | 26 | 26 |
| ROLL-ROYCE..... | 0-300..... | 145 | 4 | 0 | 4 | 4 |
| ROLL-ROYCE..... | GIPSY MK SER..... | 330 | 14 | 0 | 14 | 14 |
| ROLL-ROYCE..... | GRIFFON..... | 2455 | 2 | 0 | 2 | 2 |
| ROLL-ROYCE..... | MERLIN..... | 1760 | 18 | 0 | 17 | 17 |
| ROLL-ROYCE..... | 0-200-A..... | 100 | 12 | 0 | 12 | 12 |
| ROLL-ROYCE..... | 0-240 SER..... | 130 | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 53 | 0 | 52 | 52 |
| ROTAX..... | SEE BOMBARDIER..... | | 32 | 0 | 31 | 31 |
| TOTAL..... | | | 32 | 0 | 31 | 31 |

**INVENTORY OF AIRCRAFT ENGINES
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PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|--------------------|--------------|---------------|-------------|------------------|----------------|
| ROTORWAY..... | RW-100 SERIES..... | 100 | 9 | 0 | 9 | 9 |
| ROTORWAY..... | RW-133 SERIES..... | 160 | 51 | 0 | 51 | 51 |
| ROTORWAY..... | RW-145 SERIES..... | 145 | 44 | 0 | 44 | 44 |
| ROTORWAY..... | RW152..... | 150 | 66 | 0 | 57 | 57 |
| TOTAL..... | | | 170 | 0 | 161 | 161 |
| SALMONSON..... | AD9..... | 40 | 6 | 0 | 6 | 6 |
| TOTAL..... | | | 6 | 0 | 6 | 6 |
| SIEMENS..... | SH-12..... | 125 | 2 | 0 | 2 | 2 |
| SIEMENS..... | SH14..... | 113 | 6 | 0 | 6 | 6 |
| TOTAL..... | | | 8 | 0 | 8 | 8 |
| SOLO..... | 2350 C..... | 26 | 0 | 0 | 4 | 4 |
| SOLO..... | 560..... | 25 | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 3 | 0 | 7 | 7 |
| STARK..... | STAMO..... | 50 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| SUBARU..... | ALL MDLS A/B..... | | 14 | 0 | 14 | 14 |
| TOTAL..... | | | 14 | 0 | 14 | 14 |
| TRIUMPH..... | T SERIES..... | 40 | 3 | 0 | 3 | 3 |
| TOTAL..... | | | 3 | 0 | 3 | 3 |
| UNIVERSAL..... | VELIE M5..... | 65 | 11 | 0 | 11 | 11 |
| TOTAL..... | | | 11 | 0 | 11 | 11 |
| VOLKSWAGEN..... | CONVERSION..... | 36 | 953 | 0 | 943 | 943 |
| TOTAL..... | | | 953 | 0 | 943 | 943 |
| WALT MINOR..... | 4 111..... | 105 | 5 | 0 | 4 | 4 |
| TOTAL..... | | | 5 | 0 | 4 | 4 |
| WALTER..... | NZ..... | 120 | 7 | 0 | 7 | 7 |
| TOTAL..... | | | 7 | 0 | 7 | 7 |
| WARNER..... | SCA JR SERIES..... | 90 | 17 | 0 | 17 | 17 |
| WARNER..... | SCARAB SERIES..... | 125 | 64 | 0 | 64 | 64 |
| WARNER..... | SS165 SERIES..... | 175 | 140 | 0 | 140 | 140 |
| WARNER..... | SS185 SERIES..... | 200 | 29 | 0 | 29 | 29 |
| WARNER..... | SS40&50..... | 145 | 183 | 0 | 183 | 183 |
| WARNER..... | SS50A..... | 145 | 8 | 0 | 8 | 8 |
| TOTAL..... | | | 441 | 0 | 441 | 441 |
| WRIGHT..... | CHAL R600..... | 185 | 18 | 0 | 18 | 18 |
| WRIGHT..... | CURTISS OX5..... | 90 | 80 | 0 | 80 | 80 |
| WRIGHT..... | CURTISS OXX6..... | 102 | 16 | 0 | 15 | 15 |
| WRIGHT..... | C14AB AC BA..... | 1700 | 110 | 0 | 58 | 58 |
| WRIGHT..... | C14BB SERIES..... | 1900 | 2 | 0 | 1 | 1 |
| WRIGHT..... | C18BD SERIES..... | 2500 | 8 | 1 | 1 | 2 |
| WRIGHT..... | C18CA CB SER..... | 2800 | 4 | 1 | 0 | 1 |
| WRIGHT..... | C7BA SERIES..... | 800 | 93 | 0 | 90 | 90 |
| WRIGHT..... | C9GC&D SERIES..... | 1200 | 99 | 3 | 47 | 50 |
| WRIGHT..... | C9HD SERIES..... | 1425 | 97 | 1 | 50 | 51 |
| WRIGHT..... | C9HE SERIES..... | 1525 | 13 | 0 | 12 | 12 |
| WRIGHT..... | GYPSY L320..... | 90 | 4 | 0 | 4 | 4 |
| WRIGHT..... | HISPANO A&I..... | 150 | 2 | 0 | 2 | 2 |

**INVENTORY OF AIRCRAFT ENGINES
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PISTON
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------------|---------------------|--------------|----------------|-------------|------------------|----------------|
| WRIGHT | HISPANO E | 180 | 10 | 0 | 10 | 10 |
| WRIGHT | R-1300 SER..... | 700 | 49 | 0 | 49 | 49 |
| WRIGHT | R-1820 SER..... | 1475 | 244 | 1 | 188 | 189 |
| WRIGHT | R-1820-66..... | 1350 | 13 | 0 | 10 | 10 |
| WRIGHT | R-2600 SER..... | 1700 | 50 | 0 | 35 | 35 |
| WRIGHT | R3350-42 | 325 | 36 | 1 | 18 | 19 |
| WRIGHT | TC18DA SERIES..... | 3250 | 75 | 12 | 9 | 21 |
| WRIGHT | TC18EA SERIES..... | 3700 | 70 | 13 | 6 | 19 |
| WRIGHT | WWJ SERIES..... | 220 | 27 | 0 | 27 | 27 |
| WRIGHT | 1820F2 F2A..... | 750 | 5 | 0 | 3 | 3 |
| WRIGHT | 1820F56..... | 785 | 22 | 0 | 15 | 15 |
| WRIGHT | 1820G-2-3&5..... | 1000 | 19 | 0 | 14 | 14 |
| WRIGHT | 1820G102 105 | 1100 | 15 | 0 | 8 | 8 |
| WRIGHT | 540..... | 175 | 20 | 0 | 20 | 20 |
| WRIGHT | 760A B D E&ET | 250 | 68 | 0 | 66 | 66 |
| WRIGHT | 760E-1..... | 300 | 8 | 0 | 8 | 8 |
| WRIGHT | 760E-2..... | 350 | 31 | 0 | 30 | 30 |
| WRIGHT | 975 A B D&E..... | 330 | 16 | 0 | 14 | 14 |
| WRIGHT | 975E&F-2&3..... | 475 | 61 | 0 | 59 | 59 |
| WRIGHT | 975E-1..... | 365 | 3 | 0 | 3 | 3 |
| WRIGHT | 988TC18EA SER | 3400 | 16 | 4 | 0 | 4 |
| TOTAL..... | | | 1,404 | 37 | 970 | 1,007 |
| WSK-PZL..... | PZL AI-14 SER..... | 300 | 6 | 0 | 6 | 6 |
| WSK-PZL..... | PZL-3S..... | 600 | 2 | 0 | 2 | 2 |
| TOTAL..... | | | 8 | 0 | 8 | 8 |
| WSK-PZL-K..... | AI-14R SERIES | 260 | 5 | 0 | 5 | 5 |
| WSK-PZL-K..... | PZL ASZ-62IR | 260 | 21 | 0 | 21 | 21 |
| TOTAL..... | | | 26 | 0 | 26 | 26 |
| XENOA | G44BW..... | 50 | 2 | 0 | 2 | 2 |
| XENOA | G72CFA | 50 | 2 | 0 | 2 | 2 |
| TOTAL..... | | | 4 | 0 | 4 | 4 |
| ZENOAH..... | ALL MDLS A/B..... | | 38 | 0 | 38 | 38 |
| TOTAL..... | | | 38 | 0 | 38 | 38 |
| UNKNOWN | UNKNOWN-ENG | | 34,836 | 160 | 28,093 | 28,253 |
| TOTAL..... | | | 34,836 | 160 | 28,093 | 28,253 |
| TOTAL PISTON..... | | | 270,196 | 528 | 241,839 | 242,367 |

**INVENTORY OF AIRCRAFT ENGINES
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TURBO-PROP
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|--------------------|--------------|---------------|-------------|------------------|----------------|
| AIRESEARCH..... | GTC-85-135..... | 242 | 6 | 1 | 2 | 3 |
| AIRESEARCH..... | TPE331 SERIES..... | 904 | 1,959 | 279 | 702 | 981 |
| AIRESEARCH..... | TPE331-5&6SER..... | 776 | 581 | 19 | 272 | 291 |
| AIRESEARCH..... | TPE331-6-251M..... | 665 | 22 | 0 | 11 | 11 |
| AIRESEARCH..... | 331 SER 605HP..... | 605 | 411 | 1 | 208 | 209 |
| AIRESEARCH..... | 331SER 1008HP..... | 1008 | 38 | 0 | 19 | 19 |
| AIRESEARCH..... | 331SER 705HP..... | 705 | 38 | 1 | 18 | 19 |
| AIRESEARCH..... | 331SER 755HP..... | 755 | 2 | 0 | 1 | 1 |
| AIRESEARCH..... | 331SER 904HP..... | 904 | 14 | 0 | 7 | 7 |
| TOTAL..... | | | 3,071 | 301 | 1,240 | 1,541 |
| AIRSEARCH..... | TPE331-5-252M..... | 715 | 16 | 0 | 8 | 8 |
| TOTAL..... | | | 16 | 0 | 8 | 8 |
| ALLISON..... | T-56-A-7 SER..... | 4050 | 56 | 0 | 14 | 14 |
| ALLISON..... | T56-A-15 SER..... | 4910 | 16 | 0 | 4 | 4 |
| ALLISON..... | T56A11 SER..... | 4900 | 12 | 0 | 3 | 3 |
| ALLISON..... | 250 SER 250HP..... | 250 | 2 | 0 | 1 | 1 |
| ALLISON..... | 250 SER 400HP..... | 400 | 2 | 0 | 1 | 1 |
| ALLISON..... | 250-B17 SER..... | 385 | 13 | 0 | 7 | 7 |
| ALLISON..... | 250-C20 SER..... | 420 | 1 | 0 | 1 | 1 |
| ALLISON..... | 250-C30 SER..... | 650 | 1 | 0 | 1 | 1 |
| ALLISON..... | 501-D13 SER..... | 3750 | 286 | 62 | 41 | 103 |
| ALLISON..... | 501-D22..... | 4050 | 20 | 4 | 1 | 5 |
| ALLISON..... | 501-D22A..... | 4680 | 56 | 10 | 4 | 14 |
| TOTAL..... | | | 465 | 76 | 78 | 154 |
| CONT MOTOR..... | GTSIO-520 SER..... | 435 | 41 | 0 | 21 | 21 |
| CONT MOTOR..... | IO-470 SERIES..... | 260 | 3 | 0 | 3 | 3 |
| CONT MOTOR..... | TSIO-550 SER..... | 280 | 10 | 0 | 10 | 10 |
| CONT MOTOR..... | TS10-360 SER..... | 450 | 2 | 0 | 1 | 1 |
| TOTAL..... | | | 56 | 0 | 35 | 35 |
| G E..... | CT7 SERIES..... | 1600 | 144 | 68 | 4 | 72 |
| TOTAL..... | | | 144 | 68 | 4 | 72 |
| GE..... | CT58..... | 1350 | 4 | 0 | 2 | 2 |
| TOTAL..... | | | 4 | 0 | 2 | 2 |
| LYCOMING..... | IO 540 SER..... | 260 | 3 | 0 | 2 | 2 |
| LYCOMING..... | LTP 101 600..... | 585 | 4 | 0 | 2 | 2 |
| LYCOMING..... | T-53 SER..... | 1150 | 2 | 0 | 2 | 2 |
| LYCOMING..... | T-56-A9..... | 1150 | 4 | 0 | 1 | 1 |
| LYCOMING..... | TIO 540 SER..... | 250 | 6 | 0 | 6 | 6 |
| LYCOMING..... | TIO-360 SER..... | 282 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 20 | 0 | 14 | 14 |
| P & W..... | PT6 SERIES..... | 500 | 3,638 | 214 | 1,672 | 1,886 |
| P & W..... | PT6A SER..... | 750 | 467 | 38 | 236 | 274 |
| P & W..... | PT6A-45..... | 1070 | 8 | 0 | 4 | 4 |
| P & W..... | PT6A-65B..... | 1100 | 68 | 31 | 3 | 34 |
| P & W..... | PW 120..... | 2000 | 206 | 79 | 24 | 103 |
| P & W..... | PW 121..... | 2044 | 70 | 35 | 0 | 35 |
| P & W..... | PW 123..... | 2380 | 12 | 0 | 6 | 6 |
| P & W..... | PW 124..... | 2400 | 8 | 3 | 1 | 4 |
| P & W..... | PW 126A..... | 2600 | 6 | 3 | 0 | 3 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-PROP
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|---------------------|--------------|---------------|-------------|------------------|----------------|
| P & W..... | PW-118 | 2000 | 290 | 133 | 12 | 145 |
| P & W..... | T34 SERIES | 7500 | 6 | 0 | 2 | 2 |
| TOTAL..... | | | 4,779 | 536 | 1,960 | 2,496 |
| ROLL ROYCE..... | DART 7 SERIES | 2100 | 16 | 3 | 5 | 8 |
| TOTAL..... | | | 16 | 3 | 5 | 8 |
| ROLL-ROYCE..... | DART 506 | 1540 | 8 | 0 | 2 | 2 |
| ROLL-ROYCE..... | DART 510&511 | 1740 | 52 | 1 | 16 | 17 |
| ROLL-ROYCE..... | DART 526 | 2068 | 4 | 0 | 1 | 1 |
| ROLL-ROYCE..... | DART 527 528 | 2068 | 2 | 1 | 0 | 1 |
| ROLL-ROYCE..... | DART 529 | 2154 | 146 | 3 | 70 | 73 |
| ROLL-ROYCE..... | DART 542 | 2966 | 124 | 54 | 8 | 62 |
| ROLL-ROYCE..... | DART532 | 2238 | 76 | 34 | 4 | 38 |
| ROLL-ROYCE..... | TYNE 515 | 5730 | 20 | 4 | 1 | 5 |
| TOTAL..... | | | 432 | 97 | 102 | 199 |
| TURBOMECA..... | ASTAZOU IIA | 550 | 1 | 0 | 1 | 1 |
| TURBOMECA..... | ASTAZOU XIVC | 893 | 8 | 0 | 4 | 4 |
| TURBOMECA..... | BASTAN VI SER | 1065 | 24 | 0 | 12 | 12 |
| TOTAL..... | | | 33 | 0 | 17 | 17 |
| U/A CANADA..... | PT6 SER 578HP | 550 | 617 | 22 | 287 | 309 |
| U/A CANADA..... | PT6A SERIES..... | 715 | 739 | 22 | 344 | 366 |
| U/A CANADA..... | PT6A-25 | 425 | 4 | 0 | 2 | 2 |
| U/A CANADA..... | PT6A-27-28..... | 715 | 472 | 13 | 223 | 236 |
| U/A CANADA..... | PT6A-29 | 778 | 8 | 0 | 4 | 4 |
| U/A CANADA..... | PT6A-34 | 783 | 35 | 7 | 12 | 19 |
| U/A CANADA..... | PT6A-41 | 850 | 278 | 0 | 139 | 139 |
| U/A CANADA..... | PT6A-6 | 400 | 1 | 0 | 1 | 1 |
| U/A CANADA..... | PT6A-6A&6B | 500 | 18 | 0 | 9 | 9 |
| TOTAL..... | | | 2,172 | 64 | 1,021 | 1,085 |
| AIRESEARCH..... | TSE331 SERIES | 800 | 6 | 0 | 6 | 6 |
| TOTAL..... | | | 6 | 0 | 6 | 6 |
| ALLISON..... | 250 SER 250HP | 250 | 732 | 4 | 693 | 697 |
| ALLISON..... | 250 SER 317HP | 317 | 77 | 0 | 74 | 74 |
| ALLISON..... | 250 SER 400HP | 400 | 632 | 1 | 606 | 607 |
| ALLISON..... | 250-B17 SER..... | 385 | 3 | 0 | 3 | 3 |
| ALLISON..... | 250-C20 SER..... | 420 | 1,164 | 5 | 686 | 691 |
| ALLISON..... | 250-C28 SER..... | 500 | 52 | 0 | 48 | 48 |
| ALLISON..... | 250-C30 SER..... | 650 | 318 | 1 | 262 | 263 |
| TOTAL..... | | | 2,978 | 11 | 2,372 | 2,383 |
| GE..... | CT58 SERIES..... | 1350 | 50 | 0 | 25 | 25 |
| GE..... | CT7 SERIES..... | 1560 | 26 | 0 | 13 | 13 |
| GE..... | T58 SERIES..... | 1350 | 19 | 0 | 14 | 14 |
| GE..... | T700 SERIES | 1543 | 32 | 0 | 16 | 16 |
| TOTAL..... | | | 127 | 0 | 68 | 68 |
| LYCOMING..... | AL5512 | 4355 | 12 | 0 | 6 | 6 |
| LYCOMING..... | H10-360 SER..... | 205 | 71 | 0 | 71 | 71 |
| LYCOMING..... | I0-360 SER..... | 200 | 9 | 0 | 9 | 9 |
| LYCOMING..... | LTS 101 600A | 592 | 101 | 0 | 92 | 92 |
| LYCOMING..... | LTS-101 SER | 317 | 266 | 1 | 139 | 140 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-PROP
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------------------|---------------------|--------------|---------------|--------------|------------------|----------------|
| LYCOMING | T-53 | 1150 | 63 | 0 | 62 | 62 |
| LYCOMING | T-53 SERIES | 1150 | 14 | 0 | 14 | 14 |
| LYCOMING | T-55 SER TS | 2650 | 12 | 0 | 10 | 10 |
| LYCOMING | T53-L-13 | 1400 | 10 | 0 | 10 | 10 |
| LYCOMING | VO-540 SER | 305 | 2 | 0 | 2 | 2 |
| LYCOMING | YT55-L-9 | 2650 | 1 | 0 | 1 | 1 |
| TOTAL | | | 561 | 1 | 416 | 417 |
| P & W | JFTD 12A | 4050 | 12 | 0 | 6 | 6 |
| P & W | PT6 SERIES | 500 | 103 | 0 | 52 | 52 |
| P & W | PT6SER TSHFT | 500 | 50 | 0 | 26 | 26 |
| P & W | T400-CP-400 | 2000 | 1 | 0 | 1 | 1 |
| TOTAL | | | 166 | 0 | 85 | 85 |
| P&W CANADA | PT6T-3 | 1600 | 75 | 0 | 39 | 39 |
| P&W CANADA | PT6T-3 SERIES | 1800 | 96 | 0 | 49 | 49 |
| P&W CANADA | PT6T-3A | 1600 | 4 | 0 | 2 | 2 |
| P&W CANADA | PT6T-6 | 1675 | 8 | 0 | 8 | 8 |
| TOTAL | | | 183 | 0 | 98 | 98 |
| ROLL ROYCE | MK 510 | 2750 | 2 | 0 | 1 | 1 |
| TOTAL | | | 2 | 0 | 1 | 1 |
| ROLL-ROYCE | H1200 MK660 | 1250 | 2 | 0 | 2 | 2 |
| TOTAL | | | 2 | 0 | 2 | 2 |
| TURBOMECA | ARRIEL 1 | 681 | 198 | 0 | 164 | 164 |
| TURBOMECA | ARTOUSTE II | 400 | 3 | 0 | 3 | 3 |
| TURBOMECA | ARTOUSTEIIIB | 858 | 64 | 0 | 64 | 64 |
| TURBOMECA | ASTAZOU IIA | 550 | 19 | 0 | 19 | 19 |
| TURBOMECA | ASTAZOU SER | 1050 | 6 | 0 | 6 | 6 |
| TURBOMECA | ASTAZOU 111A | 592 | 15 | 0 | 15 | 15 |
| TURBOMECA | MAKILA SERIES | 1835 | 2 | 0 | 1 | 1 |
| TOTAL | | | 307 | 0 | 272 | 272 |
| U/A CANADA | PT6 SER 578HP | 550 | 46 | 0 | 25 | 25 |
| U/A CANADA | PT6T SER | 1675 | 45 | 0 | 24 | 24 |
| TOTAL | | | 91 | 0 | 49 | 49 |
| UNKNOWN | UNKNOWN-ENG | 0 | 6,052 | 552 | 3,098 | 3,650 |
| TOTAL | | | 6,052 | 552 | 3,098 | 3,650 |
| TOTAL TURBO-PROP | | | 21,683 | 1,709 | 10,953 | 12,662 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-------------------|--------------------|--------------|---------------|-------------|------------------|----------------|
| AIRESEARCH..... | TFE731 SER..... | 3500 | 484 | 0 | 226 | 226 |
| TOTAL..... | | | 484 | 0 | 226 | 226 |
| ALLISON..... | J33-A SERIES..... | 635 | 17 | 0 | 17 | 17 |
| ALLISON..... | J35-A SERIES..... | 750 | 2 | 0 | 1 | 1 |
| TOTAL..... | | | 19 | 0 | 18 | 18 |
| AMES..... | TRS-18..... | 800 | 2 | 0 | 2 | 2 |
| TOTAL..... | | | 2 | 0 | 2 | 2 |
| BRIST AERO..... | ORPHEUS 637..... | 500 | 4 | 0 | 2 | 2 |
| TOTAL..... | | | 4 | 0 | 2 | 2 |
| BRIST SID..... | MARK 521..... | 312 | 67 | 0 | 34 | 34 |
| TOTAL..... | | | 67 | 0 | 34 | 34 |
| CFM INTL..... | CFM56 SERIES..... | 2200 | 968 | 417 | 10 | 427 |
| TOTAL..... | | | 968 | 417 | 10 | 427 |
| CONT AVN..... | CJ69-1025..... | 103 | 2 | 0 | 2 | 2 |
| TOTAL..... | | | 2 | 0 | 2 | 2 |
| DEHAV ENG..... | GOBLIN MK 2&3..... | 500 | 11 | 0 | 10 | 10 |
| TOTAL..... | | | 11 | 0 | 10 | 10 |
| FORD..... | J57/21B..... | 7200 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| G E..... | J-79-15A..... | 4000 | 2 | 0 | 1 | 1 |
| TOTAL..... | | | 2 | 0 | 1 | 1 |
| GARRETT..... | ATF 3 SERIES..... | 2020 | 34 | 0 | 17 | 17 |
| GARRETT..... | TFE 731 SER..... | 3500 | 1,930 | 2 | 894 | 896 |
| TOTAL..... | | | 1,964 | 2 | 911 | 913 |
| GE..... | CFM56 SERIES..... | 9800 | 176 | 79 | 5 | 84 |
| GE..... | CF34 SERIES..... | 9140 | 134 | 0 | 66 | 66 |
| GE..... | CF6-50 SER..... | 5000 | 242 | 85 | 2 | 87 |
| GE..... | CF6-6..... | 4000 | 347 | 115 | 1 | 116 |
| GE..... | CF6-80 SERIES..... | 4780 | 246 | 112 | 6 | 118 |
| GE..... | CF700 SERIES..... | 420 | 313 | 2 | 155 | 157 |
| GE..... | CJ-610-8A..... | 2950 | 6 | 0 | 3 | 3 |
| GE..... | CJ610-1&4..... | 270 | 704 | 1 | 351 | 352 |
| GE..... | CJ610-5&6..... | 278 | 86 | 0 | 44 | 44 |
| GE..... | CJ610-8&9..... | 293 | 90 | 0 | 45 | 45 |
| GE..... | CJ805-23..... | 1610 | 16 | 1 | 3 | 4 |
| GE..... | CJ805-3..... | 1165 | 24 | 5 | 1 | 6 |
| GE..... | JT79 SERIES..... | 1580 | 15 | 0 | 8 | 8 |
| GE..... | J47 SERIES..... | 300 | 3 | 0 | 3 | 3 |
| GE..... | J85-GE-5A..... | 385 | 14 | 0 | 8 | 8 |
| GE..... | TG190B..... | 500 | 3 | 0 | 2 | 2 |
| GE..... | 700-2D-2..... | 4500 | 2 | 0 | 1 | 1 |
| TOTAL..... | | | 2,421 | 400 | 704 | 1,104 |
| IAE..... | V2500..... | 25000 | 4 | 2 | 0 | 2 |
| TOTAL..... | | | 4 | 2 | 0 | 2 |
| KLIMOV..... | VK-1..... | 5950 | 8 | 0 | 8 | 8 |
| TOTAL..... | | | 8 | 0 | 8 | 8 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|--------------------|---------------------|--------------|---------------|--------------|------------------|----------------|
| LYCOMING | ALF-502 SER. | 7500 | 220 | 35 | 39 | 74 |
| LYCOMING | ALF-502-L | 7500 | 2 | 0 | 1 | 1 |
| LYCOMING | AL503 SER. | 7500 | 4 | 1 | 0 | 1 |
| TOTAL | | | 226 | 36 | 40 | 76 |
| MICRO | TRS-18 | 800 | 5 | 0 | 5 | 5 |
| TOTAL | | | 5 | 0 | 5 | 5 |
| ORENDA | 11 | 750 | 2 | 0 | 2 | 2 |
| ORENDA | 14 | 750 | 9 | 0 | 9 | 9 |
| TOTAL | | | 11 | 0 | 11 | 11 |
| ORENDO | 10 | 710 | 1 | 0 | 1 | 1 |
| TOTAL | | | 1 | 0 | 1 | 1 |
| P & W | JT12A SERIES | 1320 | 14 | 0 | 5 | 5 |
| P & W | JT12A-6 6A | 3000 | 300 | 0 | 109 | 109 |
| P & W | JT12A-8 | 330 | 164 | 0 | 73 | 73 |
| P & W | JT12D-SER | 300 | 3 | 0 | 2 | 2 |
| P & W | JT15D 5 | 250 | 259 | 0 | 130 | 130 |
| P & W | JT15D-1 | 220 | 476 | 7 | 228 | 235 |
| P & W | JT15D-1A | 220 | 74 | 0 | 37 | 37 |
| P & W | JT15D-4 | 2500 | 782 | 0 | 392 | 392 |
| P & W | JT3C-4&6 | 1120 | 45 | 8 | 4 | 12 |
| P & W | JT3D SERIES | 7200 | 272 | 52 | 16 | 68 |
| P & W | JT3D-3&3B | 1800 | 431 | 92 | 16 | 108 |
| P & W | JT4A-3&5 | 1580 | 68 | 14 | 3 | 17 |
| P & W | JT8D SERIES | 7700 | 1,399 | 625 | 17 | 642 |
| P & W | JT8D-1 | 1400 | 1,733 | 647 | 19 | 666 |
| P & W | JT8D-15 | 1550 | 405 | 143 | 13 | 156 |
| P & W | JT8D-17 SER | 1520 | 319 | 127 | 4 | 131 |
| P & W | JT8D-5 | 1200 | 352 | 124 | 7 | 131 |
| P & W | JT8D-9 SER | 1450 | 1,446 | 554 | 23 | 577 |
| P & W | JT9D SERIES | 2252 | 346 | 97 | 2 | 99 |
| P & W | JT9D-3 SER | 4350 | 493 | 131 | 2 | 133 |
| P & W | J42&J48 SER | 850 | 8 | 1 | 3 | 4 |
| P & W | J57 SER | 7200 | 10 | 0 | 9 | 9 |
| P & W | PW2037 | 2000 | 114 | 57 | 0 | 57 |
| P & W | PW2040 | 41700 | 136 | 64 | 3 | 67 |
| P & W | PW300 SER | 5200 | 4 | 0 | 2 | 2 |
| P & W | PW4000 SER | 6000 | 141 | 36 | 13 | 49 |
| TOTAL | | | 9,794 | 2,779 | 1,132 | 3,911 |
| ROLL-ROYCE | AVON 525B | 1025 | 2 | 0 | 1 | 1 |
| ROLL-ROYCE | AVON 532R | 1208 | 5 | 0 | 3 | 3 |
| ROLL-ROYCE | FLYGMTR RM6C | 17500 | 1 | 0 | 1 | 1 |
| ROLL-ROYCE | MERLIN 114A | 3500 | 1 | 0 | 1 | 1 |
| ROLL-ROYCE | MK 22-6 | 2500 | 1 | 0 | 1 | 1 |
| ROLL-ROYCE | MK511-14 | 11400 | 4 | 1 | 1 | 2 |
| ROLL-ROYCE | NENE | 510 | 21 | 0 | 21 | 21 |
| ROLL-ROYCE | OLYMPUS 593 | 3135 | 10 | 0 | 4 | 4 |
| ROLL-ROYCE | RB.211 SERIES | 22000 | 203 | 90 | 5 | 95 |
| ROLL-ROYCE | RB-211-22 | 4000 | 247 | 81 | 2 | 83 |
| ROLL-ROYCE | SPEY MK 511-8 | 1140 | 435 | 6 | 211 | 217 |
| ROLL-ROYCE | SPEY 506-14 | 1060 | 110 | 23 | 32 | 55 |

**INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET
AS OF DECEMBER 31, 1991**

| Engine Make | Engine Model | Engine Power | Total Engines | Air Carrier | General Aviation | Total Aircraft |
|-----------------------------|-------------------|--------------|----------------|--------------|------------------|----------------|
| ROLL-ROYCE..... | SPEY 555-15..... | 985 | 54 | 25 | 2 | 27 |
| ROLL-ROYCE..... | TAY MK 610-8..... | 12420 | 160 | 0 | 80 | 80 |
| ROLL-ROYCE..... | TAY 611-8..... | 12450 | 44 | 0 | 22 | 22 |
| ROLL-ROYCE..... | TAY650-15..... | 15100 | 76 | 38 | 0 | 38 |
| ROLL-ROYCE..... | VIPER MK 601..... | 367 | 39 | 0 | 20 | 20 |
| ROLL-ROYCE..... | VIPER MK521..... | 310 | 4 | 0 | 2 | 2 |
| ROLL-ROYCE..... | VIPER MK522..... | 333 | 102 | 1 | 51 | 52 |
| TOTAL..... | | | 1,519 | 265 | 460 | 725 |
| ROLL-ROYCE..... | ORPHEOUS..... | 4130 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| TURBOMECA..... | MARBORE IIC..... | 88 | 78 | 0 | 39 | 39 |
| TOTAL..... | | | 78 | 0 | 39 | 39 |
| U/A CANADA..... | JT15D-1..... | 220 | 108 | 0 | 54 | 54 |
| U/A CANADA..... | JT15D-4..... | 250 | 40 | 0 | 20 | 20 |
| TOTAL..... | | | 148 | 0 | 74 | 74 |
| WESTINGHSE..... | J34WE & J30D..... | 340 | 4 | 0 | 1 | 1 |
| TOTAL..... | | | 4 | 0 | 1 | 1 |
| WILLIAMS..... | FJ 44..... | 1800 | 6 | 0 | 3 | 3 |
| TOTAL..... | | | 6 | 0 | 3 | 3 |
| WRIGHT..... | J65-W SERIES..... | 770 | 2 | 1 | 1 | 2 |
| WRIGHT..... | R-3350-34&91..... | 325 | 7 | 1 | 3 | 4 |
| TOTAL..... | | | 9 | 2 | 4 | 6 |
| G E..... | YF-120..... | 65000 | 3 | 0 | 2 | 2 |
| TOTAL..... | | | 3 | 0 | 2 | 2 |
| P & W..... | YF-119..... | 65000 | 1 | 0 | 1 | 1 |
| TOTAL..... | | | 1 | 0 | 1 | 1 |
| UNKNOWN..... | UNKNOWN-ENG..... | 0 | 5,174 | 828 | 1,521 | 2,349 |
| TOTAL..... | | | 5,174 | 828 | 1,521 | 2,349 |
| TOTAL TURBO-JET..... | | | 22,937 | 4,731 | 5,224 | 9,955 |
| OVERALL TOTALS..... | | | 314,816 | 6,968 | 258,016 | 264,984 |

APPENDIX C

U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY
OF AIRCRAFT OWNER

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| AS OF DECEMBER 31, 1971 | | | | | | | | | | | | | | | | |
|-------------------------|-------|---------------|-----------|--------------|-----------|------------|---------------|--------------|------------|---------------|--------------|----|--------|------------|----|-------|
| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | | Rotorcraft | | Other |
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Alabama | | | | | | | | | | | | | | | | |
| Autauga | 39 | 18 | 14 | — | 1 | — | — | 1 | — | — | — | — | — | 2 | — | 3 |
| Baldwin | 130 | 48 | 50 | 15 | 8 | — | — | — | — | — | — | — | — | 2 | — | 7 |
| Barbour | 30 | 12 | 13 | 2 | 1 | — | — | 1 | — | — | — | 1 | — | — | — | — |
| Bibb | 18 | 2 | 11 | 3 | 1 | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Blount | 19 | 6 | 6 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Bullock | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Butler | 16 | 5 | 9 | 2 | — | — | — | 3 | — | — | — | — | — | 1 | — | — |
| Calhoun | 65 | 16 | 36 | 7 | 2 | — | — | 1 | — | — | — | — | — | — | — | — |
| Chambers | 14 | 7 | 6 | — | — | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Cherokee | 24 | 12 | 9 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Chilton | 21 | 3 | 13 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Choctaw | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clarke | 7 | 2 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clay | 8 | 5 | 3 | — | — | — | — | 2 | — | — | — | — | — | 2 | — | — |
| Cleburne | 8 | 1 | 4 | 1 | — | — | — | 1 | — | — | — | — | — | 4 | 6 | 1 |
| Coffee | 78 | 34 | 34 | 5 | 2 | — | — | 2 | — | — | — | 2 | — | — | — | — |
| Colbert | 59 | 14 | 20 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — |
| Conecuh | 9 | 5 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Coosa | 3 | — | 2 | — | 1 | — | — | 1 | 1 | — | — | — | — | — | — | — |
| Covington | 34 | 11 | 18 | 2 | 1 | — | — | — | — | — | — | — | — | 6 | — | — |
| Crenshaw | 13 | 6 | 6 | 1 | — | — | — | — | — | — | — | — | — | 19 | 10 | 2 |
| Cullman | 49 | 16 | 23 | 4 | — | — | — | 1 | — | — | — | 1 | — | 4 | 2 | — |
| Dale | 111 | 32 | 33 | 8 | 5 | — | — | — | 1 | — | — | — | — | — | — | — |
| Dallas | 50 | 18 | 21 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| De Kalb | 73 | 31 | 33 | 4 | 4 | — | — | 1 | — | — | — | — | — | 1 | 1 | — |
| Elmore | 33 | 18 | 13 | — | — | — | — | 1 | — | — | — | — | — | 5 | — | 1 |
| Escambia | 62 | 38 | 15 | 2 | — | — | — | 3 | — | — | — | — | — | 1 | — | 3 |
| Etowah | 55 | 15 | 28 | 3 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Fayette | 11 | 1 | 10 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Franklin | 13 | 5 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Geneva | 29 | 17 | 11 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Greene | 7 | 2 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hale | 14 | 7 | 4 | — | 2 | — | — | 1 | — | — | — | — | — | 10 | 2 | 2 |
| Henry | 16 | 6 | 7 | 2 | — | — | — | 11 | — | — | — | 1 | — | — | — | — |
| Houston | 120 | 25 | 48 | 10 | 5 | 1 | — | — | — | — | — | — | — | — | — | — |
| Jackson | 40 | 18 | 20 | 2 | — | — | — | — | — | — | — | 31 | 5 | 2 | 7 | 19 |
| Jackson | 40 | 18 | 20 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson | 577 | 149 | 233 | 64 | 17 | — | — | 31 | 4 | — | — | — | — | 1 | — | — |
| Jefferson | 577 | 149 | 233 | 64 | 17 | — | — | 1 | — | — | — | — | — | — | — | — |
| Lamar | 5 | 2 | 1 | — | 1 | — | — | 5 | — | — | — | — | — | — | — | — |
| Lauderdale | 80 | 29 | 36 | 6 | 3 | — | — | — | — | — | — | 1 | — | — | — | 2 |
| Lawrence | 10 | 2 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Lawrence | 10 | 2 | 5 | 2 | — | — | — | 5 | — | — | — | — | — | — | — | — |
| Lee | 52 | 12 | 28 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Lee | 52 | 12 | 28 | 3 | 2 | — | — | 2 | — | — | — | — | — | — | — | — |
| Limestone | 37 | 12 | 17 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Lowndes | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lowndes | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Macon | 8 | 3 | 5 | — | — | — | — | 3 | 1 | — | — | 2 | — | 27 | 1 | 19 |
| Macon | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Madison | 331 | 109 | 147 | 18 | 4 | — | — | — | — | — | — | — | — | 1 | — | — |
| Marengo | 9 | 3 | 5 | — | — | — | — | — | — | — | — | 1 | — | — | — | — |
| Marengo | 9 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Marion | 30 | 10 | 14 | 3 | 1 | — | — | — | — | — | — | 1 | — | — | — | — |
| Marion | 30 | 10 | 14 | 3 | 1 | — | — | — | — | — | — | — | — | 11 | 7 | 3 |
| Marshall | 72 | 39 | 24 | 3 | 3 | — | — | 6 | — | — | — | 4 | — | — | — | 2 |
| Marshall | 72 | 39 | 24 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 294 | 103 | 119 | 23 | 18 | — | — | 2 | — | — | — | 1 | — | — | 5 | 3 |
| Mobile | 294 | 103 | 119 | 23 | 18 | — | — | — | — | — | — | — | — | — | — | 24 |
| Monroe | 45 | 29 | 10 | 1 | — | — | — | 6 | 1 | — | — | 3 | 4 | 1 | — | 10 |
| Monroe | 45 | 29 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Montgomery | 734 | 58 | 593 | 26 | 10 | — | — | — | — | — | — | 1 | — | — | — | — |
| Montgomery | 734 | 58 | 593 | 26 | 10 | — | — | — | — | — | — | — | — | — | — | — |
| Morgan | 87 | 24 | 38 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Morgan | 87 | 24 | 38 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Perry | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Perry | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pickens | 7 | 4 | 2 | — | 1 | — | — | — | — | — | — | 2 | 1 | — | — | — |
| Pickens | 7 | 4 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Pike | 57 | 19 | 19 | 8 | 6 | — | 1 | — | — | 1 | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single-Engine | Multi-Engine | | | Single-Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Alabama—Cont. | | | | | | | | | | | | | | | | | |
| Randolph..... | 15 | 4 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Russell..... | 18 | 9 | 6 | — | 1 | — | — | 1 | — | — | — | — | — | — | 1 | — | — |
| Shelby..... | 62 | 21 | 26 | 8 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | 3 |
| St Clair..... | 25 | 13 | 9 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Sumter..... | 15 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Talladega..... | 35 | 11 | 19 | 3 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Tallapoosa..... | 27 | 8 | 9 | 5 | — | — | — | 1 | — | — | — | 1 | — | — | — | 1 | 2 |
| Tuscaloosa..... | 125 | 33 | 59 | 9 | 11 | — | — | 4 | — | — | — | 3 | — | 1 | 2 | — | 3 |
| Walker..... | 51 | 20 | 24 | 2 | 2 | — | — | 1 | — | — | — | — | — | — | 1 | 1 | — |
| Washington..... | 10 | 6 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wilcox..... | 9 | 5 | 1 | 1 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Winston..... | 26 | 9 | 12 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 4152 | 1219 | 2029 | 296 | 137 | 2 | — | 102 | 9 | — | 4 | 56 | 7 | 3 | 130 | 55 | 103 |
| Alaska | | | | | | | | | | | | | | | | | |
| Aleutian I..... | 52 | 18 | 28 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Anchorage..... | 3617 | 1414 | 1807 | 86 | 63 | 8 | 13 | 14 | 4 | 4 | — | 4 | 2 | 2 | 27 | 138 | 31 |
| Barrow Div..... | 48 | 7 | 29 | 1 | 4 | — | — | 2 | 3 | — | — | — | — | — | — | 2 | — |
| Bethel Div..... | 266 | 88 | 160 | 8 | 1 | — | — | — | — | — | — | — | — | — | 3 | 5 | 1 |
| Bristol Ba..... | 134 | 55 | 71 | 3 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Bristol Ba..... | 277 | 107 | 158 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cordova Mc..... | 100 | 51 | 45 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | 2 | — |
| Fairbanks..... | 972 | 387 | 500 | 22 | 32 | 9 | 2 | 1 | 1 | — | — | — | — | — | 7 | 5 | 6 |
| Haines Div..... | 58 | 7 | 43 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Juneau Div..... | 302 | 90 | 190 | 8 | 3 | — | — | 1 | — | — | — | — | — | — | 4 | 6 | — |
| Kenai Cook..... | 960 | 451 | 423 | 29 | 17 | 2 | 2 | 8 | 4 | — | — | — | — | — | 7 | 17 | — |
| Ketchikan..... | 161 | 29 | 91 | 2 | 2 | — | 1 | — | — | — | — | — | — | — | 3 | 33 | — |
| Kobuk Div..... | 112 | 44 | 59 | 3 | 4 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Kodiak Div..... | 135 | 55 | 70 | 5 | 3 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Kuskokwim..... | 100 | 41 | 57 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Matanuska..... | 771 | 387 | 351 | 11 | 7 | — | — | — | — | — | 1 | — | — | — | 4 | 6 | 4 |
| Nome Div..... | 161 | 54 | 81 | 5 | 12 | — | — | 1 | — | — | — | — | — | — | 8 | — | — |
| Outer Ketc..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Prince Of..... | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Se Fairban..... | 125 | 62 | 58 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Seward Div..... | 62 | 21 | 39 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sitka Div..... | 51 | 14 | 30 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | 3 | — |
| Skagway Ya..... | 64 | 11 | 50 | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Thorne Bay..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Upper Yuko..... | 47 | 21 | 24 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Valdez Chi..... | 146 | 82 | 54 | 2 | 4 | — | — | — | — | — | — | — | — | — | 4 | — | — |
| Wade Hampt..... | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wrangel Pt..... | 62 | 22 | 39 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Yukon KO..... | 179 | 96 | 75 | 4 | 2 | — | 1 | — | — | — | — | — | — | — | 1 | — | — |
| Unknown..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 8998 | 3828 | 4556 | 205 | 182 | 20 | 21 | 26 | 12 | 4 | 1 | 4 | 2 | 2 | 72 | 220 | 43 |
| Arizona | | | | | | | | | | | | | | | | | |
| Apache..... | 50 | 17 | 25 | — | 3 | — | — | 2 | — | — | — | — | — | — | 1 | — | 2 |
| Cochise..... | 174 | 57 | 91 | 10 | 6 | — | — | — | — | 1 | — | — | — | — | 4 | — | 5 |
| Cocconino..... | 249 | 47 | 151 | 14 | 9 | 1 | — | 1 | — | — | — | — | — | — | 4 | 5 | 17 |
| Gila..... | 99 | 21 | 67 | 5 | 3 | — | — | — | — | — | — | — | — | — | 3 | — | — |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Arizona—Cont. | | | | | | | | | | | | | | | |
| Graham..... | 34 | 12 | 15 | 6 | 1 | — | — | — | — | — | — | — | — | — | — |
| Greenlee..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| La Paz..... | 79 | 20 | 44 | 9 | — | — | — | 2 | — | — | — | — | — | 2 | 2 |
| Marcopa..... | 3407 | 968 | 1567 | 245 | 89 | 6 | 8 | 38 | 3 | 1 | 9 | 26 | 3 | 2 | 107 68 267 |
| Mohave..... | 316 | 74 | 197 | 28 | 7 | 1 | — | — | — | — | — | 1 | — | — | 5 — 3 |
| Navajo..... | 106 | 18 | 58 | 2 | 11 | 7 | — | 1 | — | 4 | — | 1 | — | 2 | — 2 |
| Pima..... | 909 | 284 | 430 | 50 | 25 | 12 | — | 4 | 5 | 4 | 1 | 6 | — | 21 | 8 59 |
| Pinal..... | 228 | 98 | 88 | 9 | 7 | — | 9 | 1 | 1 | 1 | — | — | — | 4 | 1 9 |
| Santa Cruz..... | 43 | 8 | 23 | 7 | 1 | — | — | — | — | — | 2 | — | — | 2 | — |
| Yavapai..... | 419 | 115 | 247 | 31 | 4 | — | 1 | 2 | — | — | — | — | — | 4 | 1 14 |
| Yuma..... | 200 | 61 | 107 | 10 | 4 | — | 2 | 4 | — | — | — | — | — | 10 | — 2 |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 6317 | 1800 | 3114 | 426 | 170 | 27 | 20 | 55 | 9 | 11 | 10 | 36 | 3 | 2 | 100 85 300 |
| Arkansas | | | | | | | | | | | | | | | |
| Arkansas..... | 110 | 83 | 19 | 3 | — | — | 5 | — | — | — | — | — | — | — | — |
| Ashley..... | 40 | 11 | 19 | 3 | 2 | — | 4 | — | — | — | — | 1 | — | — | — |
| Baxter..... | 44 | 15 | 21 | 5 | 3 | — | — | — | — | — | — | — | — | — | — |
| Benton..... | 123 | 25 | 54 | 9 | 13 | — | — | 15 | 1 | — | — | 5 | — | 1 | — |
| Boone..... | 53 | 18 | 23 | 4 | 3 | — | — | 2 | — | — | — | — | — | 3 | — |
| Bradley..... | 14 | 6 | 1 | 5 | — | — | 1 | 1 | — | — | — | — | — | — | — |
| Calhoun..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Carroll..... | 22 | 10 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Chicot..... | 38 | 30 | 6 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Clark..... | 25 | 10 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Clay..... | 37 | 25 | 10 | — | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Cleburne..... | 33 | 12 | 13 | 5 | 1 | — | — | 2 | — | — | — | — | — | — | — |
| Cleveland..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Columbia..... | 13 | 4 | 4 | 1 | 4 | — | — | — | — | — | — | — | — | — | — |
| Conway..... | 14 | 6 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Craighead..... | 121 | 58 | 35 | 12 | 4 | — | 2 | 3 | — | — | — | 2 | — | 3 | 2 |
| Crawford..... | 13 | 6 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Crittenden..... | 48 | 19 | 10 | 3 | 5 | — | 2 | 1 | — | — | — | 1 | — | 6 | 1 |
| Cross..... | 46 | 29 | 10 | 1 | — | — | — | — | — | — | — | — | — | 6 | — |
| Dallas..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Desha..... | 44 | 32 | 10 | — | — | — | 1 | — | — | — | — | — | — | 1 | — |
| Drew..... | 19 | 6 | 10 | 1 | — | — | 2 | — | — | — | — | — | — | — | — |
| Faulkner..... | 73 | 34 | 29 | 5 | 1 | — | — | 1 | — | — | — | 3 | — | — | — |
| Franklin..... | 8 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Fulton..... | 9 | 3 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Garland..... | 54 | 13 | 30 | 7 | 3 | — | — | — | — | — | — | — | — | 1 | — |
| Grant..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Greene..... | 37 | 16 | 11 | 4 | 1 | — | 2 | — | — | — | — | — | — | 2 | 1 |
| Hempstead..... | 15 | 3 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hot Spring..... | 14 | 3 | 8 | — | 2 | — | — | — | — | — | — | — | — | 1 | — |
| Howard..... | 13 | 3 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Independen..... | 47 | 21 | 20 | 3 | 1 | — | — | 1 | — | — | — | — | — | — | 1 |
| Izard..... | 22 | 8 | 13 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Jackson..... | 39 | 23 | 13 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Jefferson..... | 87 | 46 | 25 | — | 10 | — | 3 | 1 | — | — | — | — | — | 2 | — |
| Johnson..... | 13 | 3 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lafayette..... | 20 | 13 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lawrence..... | 53 | 32 | 11 | 2 | — | — | 2 | — | — | — | — | — | — | 6 | — |
| Lee..... | 10 | 2 | 5 | — | — | — | 3 | — | — | — | — | — | — | — | — |
| Lincoln..... | 29 | 24 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Little Riv..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopet | | | Rotorcraft | | Other |
|------------------|-------|---------------|-----------|--------------|-----------|------------|---------------|--------------|------------|---------------|--------------|------------|------------|-------|-------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | 1-12 Place | | 13 + Place | | | |
| Arkansas—Cont. | | | | | | | | | | | | | | | |
| Logan..... | 10 | 4 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Lonoke..... | 86 | 58 | 22 | 2 | 1 | — | 2 | — | — | — | — | — | — | 1 | — |
| Madison..... | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Marion..... | 14 | 2 | 7 | 4 | — | — | — | 1 | — | — | — | — | — | — | — |
| Miller..... | 7 | 3 | 2 | — | 1 | — | — | — | — | — | 1 | — | — | — | — |
| Mississipp | 70 | 39 | 26 | 2 | 1 | — | 1 | 1 | — | — | — | — | — | — | — |
| Monroe..... | 30 | 15 | 10 | 1 | 4 | — | — | — | — | — | — | — | — | — | — |
| Montgomery | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Newton..... | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Ouachita..... | 16 | 3 | 6 | 3 | 2 | — | — | 1 | — | — | 1 | — | — | — | — |
| Perry..... | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Phillips..... | 41 | 22 | 12 | 1 | — | — | 5 | 1 | — | — | — | — | — | — | — |
| Pike..... | 4 | — | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Poinsett..... | 51 | 30 | 12 | 1 | — | — | 3 | — | — | — | — | — | — | 5 | — |
| Polk..... | 46 | 18 | 12 | 6 | 5 | — | — | — | — | — | — | — | — | 4 | 1 |
| Pope..... | 45 | 14 | 24 | 4 | 2 | — | — | — | — | — | — | — | — | 1 | — |
| Prairie..... | 36 | 26 | 6 | 1 | 1 | — | 2 | — | — | — | — | — | — | — | — |
| Pulaski..... | 438 | 129 | 182 | 39 | 13 | — | 1 | 21 | 1 | — | 15 | 2 | 2 | 13 | 2 18 |
| Randolph..... | 12 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Saline..... | 23 | 9 | 13 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Scott..... | 6 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Searcy..... | 4 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Sebastian..... | 92 | 27 | 37 | 6 | 3 | — | — | 6 | 1 | — | 5 | — | 4 | — | 3 |
| Sevier..... | 15 | 4 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sharp..... | 16 | 4 | 9 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| St Francis..... | 37 | 29 | 5 | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — |
| Stone..... | 22 | 11 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Union..... | 63 | 10 | 34 | 7 | 6 | — | — | 2 | — | — | 3 | — | — | — | 1 |
| Van Buren..... | 30 | 6 | 12 | 5 | 4 | — | — | 1 | 1 | — | — | — | 1 | — | — |
| Washington..... | 190 | 59 | 73 | 18 | 28 | — | — | 5 | 2 | — | 2 | 1 | — | 1 | 1 |
| White..... | 64 | 34 | 15 | 6 | 1 | — | — | 2 | — | — | — | — | — | 4 | 2 |
| Woodruff..... | 34 | 23 | 5 | 1 | 2 | — | 3 | — | — | — | — | — | — | — | — |
| Yell..... | 11 | 4 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 2967 | 1273 | 1088 | 197 | 135 | — | 45 | 70 | 6 | — | 1 | 38 | 3 | 2 | 70 3 38 |
| California | | | | | | | | | | | | | | | |
| Alameda..... | 1276 | 434 | 599 | 76 | 40 | 1 | — | 13 | 2 | — | 3 | 16 | 8 | — | 18 14 82 |
| Alpine..... | 9 | 2 | 5 | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Amador..... | 95 | 38 | 49 | 7 | — | — | — | — | — | — | — | — | — | 1 | — |
| Butte..... | 401 | 144 | 174 | 27 | 9 | 10 | — | 1 | — | 6 | — | — | — | 14 | 7 9 |
| Calaveras..... | 88 | 42 | 35 | 2 | 2 | — | — | 1 | — | — | — | — | — | 2 | 2 2 |
| Colusa..... | 124 | 77 | 38 | 3 | — | — | — | — | — | — | — | — | — | 2 | 4 — |
| Contra Cos | 859 | 239 | 455 | 59 | 30 | — | — | 9 | 1 | — | 2 | 5 | — | 1 | 25 9 24 |
| Del Norte..... | 37 | 8 | 20 | 4 | 3 | — | — | — | — | — | — | — | — | 1 | — 1 |
| El Dorado..... | 384 | 98 | 252 | 15 | 7 | — | — | 1 | — | — | — | 1 | — | 3 | — 7 |
| Fresno..... | 876 | 288 | 401 | 58 | 22 | — | 8 | 11 | 1 | — | — | 2 | 1 | — | 32 29 23 |
| Glenn..... | 95 | 42 | 46 | — | — | — | 1 | — | — | — | — | — | — | 4 | 1 1 |
| Humboldt..... | 191 | 71 | 102 | 4 | 7 | — | — | 2 | — | — | — | — | — | 1 | — 4 |
| Imperial..... | 245 | 110 | 101 | 17 | 1 | — | 2 | 4 | — | — | — | — | — | 4 | 2 4 |
| Inyo..... | 67 | 10 | 42 | 7 | 2 | — | — | — | — | — | — | — | — | — | 1 5 |
| Kern..... | 1077 | 391 | 429 | 57 | 29 | — | 6 | 18 | 5 | — | 14 | 18 | 3 | 1 | 34 24 48 |
| Kings..... | 167 | 70 | 66 | 16 | 6 | — | — | — | — | — | — | 2 | — | — | 1 5 |
| Lake..... | 118 | 34 | 65 | 6 | 4 | — | — | 1 | — | — | — | — | — | 6 | 1 1 |
| Lassen..... | 49 | 15 | 28 | 2 | 3 | — | — | — | — | — | — | — | — | — | — 1 |
| Los Angele | 6888 | 1770 | 3341 | 487 | 261 | 6 | 5 | 80 | 24 | 9 | 15 | 108 | 66 | 17 | 201 227 271 |
| Madera..... | 126 | 56 | 59 | 6 | 3 | — | — | — | — | — | — | — | — | 1 | — — |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | 3 + Engine | | | |
| California—Cont. | | | | | | | | | | | | | | | | | |
| Marin..... | 432 | 134 | 241 | 20 | 9 | — | — | 4 | — | — | 2 | 3 | — | — | 3 | 3 | 13 |
| Mariposa..... | 47 | 18 | 25 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | 2 |
| Mendocino..... | 185 | — | 190 | 10 | 3 | — | — | — | — | — | — | — | — | 2 | 2 | 5 | 5 |
| Merced..... | 275 | 109 | 119 | 16 | 2 | — | — | 3 | — | — | — | 1 | — | — | 16 | 4 | 5 |
| Modoc..... | 23 | 6 | 17 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mono..... | 39 | 3 | 30 | 3 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Monterey..... | 476 | 137 | 218 | 44 | 16 | — | 2 | 11 | 1 | — | — | 11 | 2 | — | 28 | — | 6 |
| Napa..... | 319 | 76 | 120 | 15 | 7 | — | — | 16 | — | — | — | 1 | — | — | 8 | 3 | 73 |
| Nevada..... | 236 | 61 | 132 | 14 | 6 | — | — | 2 | — | — | — | 14 | — | — | 2 | — | 5 |
| Orange..... | 2627 | 659 | 1337 | 199 | 92 | 3 | 2 | 39 | 3 | 6 | 4 | 29 | 7 | 1 | 61 | 47 | 138 |
| Placer..... | 363 | 101 | 202 | 17 | 13 | — | — | 5 | — | — | — | 1 | — | — | 4 | 3 | 17 |
| Plumas..... | 62 | 13 | 41 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Riverside..... | 1489 | 450 | 680 | 88 | 44 | 2 | — | 11 | 5 | 3 | — | 8 | — | 1 | 45 | 23 | 129 |
| Sacramento..... | 1229 | 372 | 598 | 98 | 32 | — | 1 | 17 | 7 | — | 1 | 13 | 1 | — | 18 | 37 | 34 |
| San Benito..... | 86 | 37 | 32 | 4 | 6 | — | 2 | 1 | — | — | — | — | — | — | — | — | 4 |
| San Bernar..... | 1644 | 469 | 857 | 78 | 43 | — | 4 | 13 | 2 | — | — | 3 | — | 3 | 60 | 48 | 64 |
| San Diego..... | 2654 | 812 | 1207 | 164 | 73 | 1 | 1 | 26 | 5 | — | 5 | 18 | 7 | 2 | 79 | 52 | 202 |
| San Franci..... | 400 | 97 | 165 | 26 | 8 | — | 1 | 10 | 5 | — | 1 | 22 | 20 | 3 | 8 | 17 | 17 |
| San Joaqui..... | 462 | 155 | 219 | 20 | 11 | — | 1 | 2 | — | — | — | 2 | 1 | 1 | 35 | 4 | 11 |
| San Luis O..... | 511 | 162 | 260 | 35 | 13 | — | — | 3 | — | — | 2 | — | — | — | 14 | 7 | 15 |
| San Mateo..... | 821 | 240 | 426 | 55 | 32 | — | 1 | 13 | 2 | — | 1 | 5 | 6 | — | 7 | 4 | 29 |
| Santa Barb..... | 644 | 189 | 305 | 50 | 19 | — | — | 11 | 3 | 2 | 1 | 4 | 2 | — | 19 | 6 | 33 |
| Santa Clar..... | 1982 | 584 | 1024 | 114 | 46 | 1 | 2 | 17 | 4 | 3 | 3 | 19 | 6 | 6 | 30 | 27 | 96 |
| Santa Cruz..... | 354 | 121 | 200 | 12 | 5 | — | 1 | 4 | — | — | — | 2 | — | — | 4 | 1 | 4 |
| Shasta..... | 304 | 98 | 159 | 12 | 14 | — | — | 1 | — | — | 1 | — | — | — | 8 | 9 | 2 |
| Sierra..... | 8 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Siskiyou..... | 135 | 54 | 63 | 6 | 2 | — | — | — | — | — | — | — | — | — | 5 | — | 5 |
| Solano..... | 378 | 148 | 178 | 16 | 8 | — | — | 1 | 1 | — | 1 | — | — | — | 5 | — | 20 |
| Sonoma..... | 744 | 252 | 382 | 43 | 16 | — | — | 6 | — | — | — | 4 | — | — | 5 | 4 | 32 |
| Stanislaus..... | 391 | 152 | 192 | 24 | 5 | — | — | 4 | — | — | — | — | — | — | 8 | 3 | 3 |
| Sutter..... | 208 | 95 | 89 | 6 | 1 | — | — | 1 | — | — | — | — | — | — | 6 | 7 | 3 |
| Tehama..... | 79 | 35 | 37 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Trinity..... | 55 | 21 | 28 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Tulare..... | 477 | 168 | 202 | 31 | 8 | — | 1 | 10 | 1 | — | — | 3 | — | — | 36 | 8 | 9 |
| Tuolumne..... | 204 | 74 | 109 | 9 | 3 | — | — | 1 | — | — | — | — | — | — | 3 | 1 | 4 |
| Ventura..... | 1059 | 396 | 483 | 60 | 34 | — | 1 | 9 | — | — | 7 | 3 | — | — | 18 | 26 | 22 |
| Yolo..... | 316 | 122 | 133 | 23 | 3 | — | — | 3 | — | — | — | 3 | 2 | — | 3 | 4 | 20 |
| Yuba..... | 126 | 57 | 53 | 5 | 1 | — | 2 | 1 | — | — | — | — | — | — | 1 | 1 | 5 |
| Unknown..... | 2 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Unknown..... | 24 | 2 | — | 22 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 35047 | 10655 | 16979 | 2204 | 1012 | 24 | 44 | 388 | 72 | 28 | 63 | 322 | 133 | 36 | 881 | 675 | 1520 |
| Colorado — | | | | | | | | | | | | | | | | | |
| Adams..... | 440 | 139 | 207 | 36 | 9 | — | — | 4 | — | — | — | 4 | 1 | — | 6 | 2 | 32 |
| Alamosa..... | 28 | 7 | 16 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | 2 |
| Arapahoe..... | 493 | 97 | 231 | 38 | 14 | — | — | 12 | — | — | 1 | 25 | 2 | — | 6 | 15 | 52 |
| Archuleta..... | 25 | 2 | 15 | 2 | 1 | — | — | — | — | — | — | — | — | — | 3 | — | 2 |
| Baca..... | 20 | 8 | 11 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Bent..... | 11 | 8 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Boulder..... | 536 | 149 | 239 | 37 | 9 | — | — | 6 | 1 | — | 1 | 3 | — | 1 | 11 | 4 | 75 |
| Chaffee..... | 32 | 6 | 19 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | — | 3 |
| Cheyenne..... | 6 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clear Cree..... | 10 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Colorado — Cont. | | | | | | | | | | | | | | | | | |
| Conejos | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Costilla | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Crowley | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Custer | 8 | 1 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Delta | 51 | 14 | 22 | 7 | 1 | — | — | — | — | — | — | — | — | 4 | — | 3 | |
| Denver | 765 | 179 | 343 | 65 | 30 | 1 | 1 | 18 | — | 1 | — | 16 | 5 | — | 14 | 15 | |
| Dolores | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Douglas | 115 | 32 | 57 | 5 | 5 | — | — | — | — | — | — | — | — | — | 2 | 14 | |
| Eagle | 57 | 8 | 38 | 3 | 1 | — | — | — | — | — | 1 | — | — | — | 1 | 5 | |
| El Paso | 612 | 142 | 313 | 30 | 10 | 1 | — | 4 | 2 | — | — | 4 | 3 | — | 7 | 87 | |
| Elbert | 40 | 20 | 17 | — | — | — | — | — | — | — | — | — | — | — | — | 3 | |
| Fremont | 27 | 6 | 17 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Garfield | 69 | 13 | 40 | 3 | 2 | — | — | — | — | — | — | — | — | 2 | — | 9 | |
| Gilpin | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Grand | 22 | 5 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | 1 | |
| Gunnison | 37 | 4 | 23 | 3 | 1 | — | — | — | — | — | — | 1 | — | — | — | 5 | |
| Hinsdale | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Huerfano | 5 | — | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Jefferson | 291 | 84 | 133 | 17 | 7 | — | — | — | — | — | — | 3 | 2 | 1 | 2 | 38 | |
| Kiowa | 16 | 10 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Kit Carson | 34 | 18 | 15 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| La Plata | 87 | 23 | 50 | 3 | 2 | — | — | 1 | — | — | — | — | — | — | 2 | 6 | |
| Lake | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Larimer | 193 | 59 | 89 | 9 | 5 | 1 | — | 3 | — | — | — | 1 | — | — | 1 | 19 | |
| Las Animas | 14 | 4 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | — | |
| Lincoln | 22 | 8 | 12 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Logan | 30 | 15 | 15 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Mesa | 165 | 38 | 91 | 12 | 8 | — | — | 5 | — | — | — | — | — | — | — | 11 | |
| Moffat | 25 | 10 | 8 | — | — | — | — | — | — | — | — | — | — | 6 | 1 | — | |
| Montezuma | 33 | 6 | 21 | 2 | — | — | 1 | 1 | — | — | — | — | — | — | — | 2 | |
| Montrose | 86 | 15 | 52 | 6 | 2 | — | — | 1 | — | — | — | — | — | 9 | — | 1 | |
| Morgan | 42 | 15 | 21 | — | 1 | — | — | — | — | — | — | — | — | 1 | 1 | 3 | |
| Otero | 36 | 15 | 18 | — | — | — | — | — | — | — | — | — | — | 2 | — | 1 | |
| Ouray | 6 | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — | |
| Park | 9 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | 2 | |
| Phillips | 18 | 7 | 7 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Pitkin | 119 | 18 | 57 | 7 | 1 | — | — | 6 | — | — | 1 | 3 | — | — | 1 | 24 | |
| Prowers | 43 | 11 | 22 | 1 | 4 | — | — | 4 | — | — | — | — | — | — | — | 1 | |
| Pueblo | 85 | 18 | 49 | 5 | 3 | — | — | 2 | — | — | — | — | — | — | 1 | 7 | |
| Rio Blanco | 35 | 8 | 21 | 3 | 1 | — | — | — | — | — | — | 1 | — | — | 1 | — | |
| Rio Grande | 49 | 19 | 19 | 4 | — | — | — | — | — | — | — | — | — | — | — | 7 | |
| Routt | 75 | 13 | 30 | 6 | 2 | — | — | — | — | — | — | 1 | — | — | 1 | 21 | |
| Saguache | 16 | 5 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| San Juan | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| San Miguel | 17 | 4 | 9 | — | 2 | — | — | — | — | — | — | — | — | — | — | 2 | |
| Summit | 13 | 3 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | 2 | |
| Teller | 13 | 3 | 7 | — | 1 | — | — | — | — | — | — | — | — | — | — | 2 | |
| Washington | 23 | 6 | 16 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Weld | 284 | 119 | 104 | 16 | 6 | — | 1 | 2 | 1 | — | — | 1 | — | — | 8 | 13 | |
| Yuma | 66 | 26 | 38 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total | 5382 | 1444 | 2983 | 342 | 131 | 3 | 3 | 70 | 4 | 1 | 4 | 63 | 13 | 2 | 96 | 77 | |
| Connecticut | | | | | | | | | | | | | | | | | |
| Fairfield | 691 | 153 | 290 | 42 | 12 | — | — | 12 | 13 | — | 4 | 20 | 39 | 7 | 5 | 46 | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbopet | | | | Rotorcraft | | Other |
|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Connecticut—Cont. | | | | | | | | | | | | | | | | | |
| Hartford..... | 604 | 170 | 259 | 30 | 6 | — | — | 10 | 4 | — | 1 | 12 | 13 | 7 | 7 | 24 | 61 |
| Litchfield..... | 198 | 82 | 92 | 8 | — | — | — | — | — | — | — | — | — | — | 2 | — | 14 |
| Middlesex..... | 124 | 47 | 59 | 6 | 7 | — | — | — | — | — | — | — | — | — | 1 | — | 4 |
| New Haven..... | 395 | 126 | 101 | 15 | 4 | — | — | 3 | — | — | — | 2 | 2 | — | 4 | 4 | 29 |
| New London..... | 198 | 63 | 89 | 15 | 3 | — | — | 2 | 3 | — | — | 1 | — | — | 7 | 1 | 14 |
| Tolland..... | 159 | 60 | 78 | 4 | 4 | — | — | 1 | — | — | — | 1 | — | — | 3 | — | 8 |
| Windham..... | 109 | 58 | 42 | 1 | 2 | — | — | 1 | 1 | — | — | — | — | — | 2 | — | 2 |
| State Total..... | 2468 | 758 | 1100 | 121 | 38 | — | — | 29 | 21 | — | 5 | 36 | 54 | 14 | 36 | 75 | 180 |
| Delaware | | | | | | | | | | | | | | | | | |
| Kent..... | 531 | 128 | 180 | 50 | 25 | — | 1 | 34 | 7 | — | — | 57 | 13 | 5 | 6 | 19 | 6 |
| New Castle..... | 2260 | 287 | 878 | 332 | 168 | 8 | 3 | 147 | 30 | 4 | 4 | 145 | 91 | 38 | 27 | 45 | 53 |
| Sussex..... | 213 | 61 | 108 | 19 | 17 | — | — | 2 | — | — | — | 3 | — | — | — | — | 3 |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 3005 | 476 | 1167 | 401 | 210 | 8 | 4 | 183 | 37 | 4 | 4 | 205 | 104 | 43 | 33 | 64 | 82 |
| Dist Of C | | | | | | | | | | | | | | | | | |
| Dist Of Co..... | 474 | 76 | 133 | 43 | 20 | 4 | 17 | 24 | 17 | 9 | — | 33 | 18 | 3 | 5 | 45 | 27 |
| State Total..... | 474 | 76 | 133 | 43 | 20 | 4 | 17 | 24 | 17 | 9 | — | 33 | 18 | 3 | 5 | 45 | 27 |
| Florida | | | | | | | | | | | | | | | | | |
| Alachua..... | 222 | 74 | 92 | 20 | 9 | — | — | 7 | 1 | 1 | — | 3 | — | — | 2 | 2 | 11 |
| Baker..... | 27 | 9 | 13 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | 1 | — | — |
| Bay..... | 179 | 52 | 81 | 19 | 11 | — | — | 2 | 2 | — | — | — | — | — | 8 | 3 | 1 |
| Bradford..... | 11 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Brevard..... | 702 | 230 | 334 | 67 | 36 | — | — | 1 | — | — | — | 6 | 2 | 3 | 10 | 4 | 9 |
| Broward..... | 1719 | 372 | 631 | 269 | 218 | 13 | — | 47 | 10 | — | 3 | 31 | 12 | — | 41 | 35 | 31 |
| Calhoun..... | 29 | 9 | 19 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Charlotte..... | 110 | 38 | 51 | 10 | 2 | 1 | — | 1 | — | — | — | — | — | — | 1 | 6 | — |
| Citrus..... | 108 | 38 | 52 | 7 | 2 | — | — | — | — | — | — | — | — | — | 4 | 1 | 4 |
| Clay..... | 134 | 53 | 51 | 16 | 7 | — | — | 2 | — | — | — | — | — | — | 2 | — | 3 |
| Collier..... | 349 | 101 | 143 | 37 | 22 | — | — | 12 | — | — | — | 6 | 3 | — | 10 | 10 | 5 |
| Columbia..... | 53 | 14 | 20 | 10 | 5 | — | — | 4 | — | — | — | — | — | — | — | — | — |
| Dade..... | 2663 | 625 | 758 | 433 | 422 | 19 | 5 | 79 | 30 | 4 | 5 | 64 | 10 | 26 | 65 | 66 | 5 |
| De Soto..... | 68 | 30 | 22 | 3 | 4 | — | — | 2 | — | — | — | — | — | — | 1 | 1 | 1 |
| Dixie..... | 6 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Duval..... | 569 | 162 | 208 | 42 | 29 | — | — | 21 | — | — | — | 48 | 1 | — | 17 | 3 | 3 |
| Escambia..... | 266 | 80 | 118 | 23 | 8 | — | — | 19 | 9 | — | 1 | — | — | — | 1 | — | 7 |
| Flagler..... | 23 | 6 | 12 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Franklin..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Gadsden..... | 23 | 15 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | 3 | — | — |
| Gilchrist..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Glades..... | 8 | 1 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Gulf..... | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hamilton..... | 16 | 3 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Hardee..... | 44 | 11 | 21 | 6 | 2 | — | — | — | — | — | — | — | — | — | 3 | — | 1 |
| Hendry..... | 88 | 28 | 27 | 8 | 3 | — | — | 3 | — | — | — | — | — | — | 6 | 10 | 3 |
| Hernando..... | 77 | 37 | 31 | 2 | 1 | — | — | — | — | — | — | — | — | — | 5 | — | 1 |
| Highlands..... | 150 | 57 | 69 | 7 | 11 | — | — | — | — | — | — | — | — | — | 3 | — | 3 |
| Hillsborou..... | 702 | 143 | 316 | 74 | 41 | — | — | 7 | 2 | — | — | 8 | 2 | 1 | 30 | 22 | 5 |
| Holmes..... | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Indian Riv..... | 414 | 104 | 213 | 55 | 24 | — | — | 7 | 1 | — | — | 3 | — | — | 7 | — | — |
| Jackson..... | 45 | 20 | 16 | 2 | 4 | — | — | — | — | — | — | 1 | — | — | 2 | — | — |
| Jefferson..... | 10 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Lafayette..... | 4 | — | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lake..... | 259 | 94 | 113 | 20 | 8 | — | — | 3 | 1 | — | — | 1 | — | — | 6 | 3 | 1 |
| Lee..... | 347 | 88 | 167 | 23 | 19 | — | 1 | 1 | — | — | — | 6 | 1 | — | 23 | 10 | — |
| Leon..... | 238 | 50 | 134 | 14 | 8 | — | — | 8 | — | — | 2 | — | — | — | 6 | 11 | — |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | |
| Florida—Cont. | | | | | | | | | | | | | | | |
| Levy..... | 43 | 14 | 23 | 5 | — | — | — | 1 | — | — | — | — | — | — | — |
| Liberty..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Madison..... | 16 | 4 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Manatee..... | 150 | 48 | 72 | 10 | 6 | — | — | — | 1 | — | — | 1 | — | 5 | 3 |
| Marion..... | 302 | 125 | 118 | 24 | 12 | — | — | 2 | — | — | — | 1 | 1 | 7 | — |
| Martin..... | 189 | 46 | 87 | 24 | 16 | — | — | 3 | — | — | — | 1 | — | 3 | 5 |
| Monroe..... | 228 | 47 | 132 | 21 | 15 | — | 2 | — | — | — | — | — | — | 7 | 2 |
| Nassau..... | 80 | 31 | 39 | 6 | 1 | — | — | — | — | — | — | 1 | — | — | — |
| Okaloosa..... | 188 | 65 | 93 | 17 | 5 | — | — | 3 | — | — | — | — | — | 2 | — |
| Okeechobee..... | 118 | 44 | 58 | 7 | 2 | — | — | — | — | — | — | — | — | 2 | — |
| Orange..... | 946 | 269 | 346 | 94 | 18 | 1 | — | 13 | 3 | — | 1 | 10 | 4 | 1 | 94 |
| Osceola..... | 112 | 31 | 49 | 12 | 4 | — | — | — | — | — | 2 | 1 | — | — | 3 |
| Palm Beach..... | 1066 | 282 | 427 | 139 | 84 | — | 5 | 17 | 4 | 1 | — | 26 | 7 | 2 | 22 |
| Pasco..... | 195 | 63 | 82 | 12 | 14 | — | 1 | 2 | — | — | — | 1 | — | — | 11 |
| Pinellas..... | 801 | 247 | 350 | 65 | 27 | — | — | 14 | — | — | 1 | 9 | 3 | — | 26 |
| Polk..... | 511 | 192 | 212 | 45 | 11 | 1 | 2 | 8 | 1 | — | — | 2 | — | 1 | 15 |
| Putnam..... | 71 | 22 | 29 | 11 | 4 | — | — | 2 | — | — | — | — | — | — | 1 |
| Santa Rosa..... | 80 | 46 | 31 | 2 | — | — | — | — | — | — | — | — | — | — | 1 |
| Sarasota..... | 319 | 85 | 147 | 41 | 8 | 1 | 1 | 2 | 3 | — | — | 5 | — | — | 8 |
| Seminole..... | 304 | 104 | 108 | 36 | 21 | — | — | 1 | — | — | — | 4 | — | — | 19 |
| St. Johns..... | 139 | 48 | 68 | 12 | 1 | — | — | 1 | — | — | — | 2 | — | — | 4 |
| St. Lucie..... | 219 | 97 | 80 | 18 | 12 | — | 2 | 4 | 1 | — | — | — | — | — | 1 |
| Sumter..... | 33 | 12 | 18 | 1 | 2 | — | — | — | — | — | — | — | — | — | — |
| Suwannee..... | 45 | 26 | 19 | — | — | — | — | — | — | — | — | — | — | — | — |
| Taylor..... | 14 | 8 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Union..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Volusia..... | 784 | 240 | 354 | 93 | 28 | 1 | — | 5 | — | — | 3 | 8 | — | — | 33 |
| Wakulla..... | 10 | 4 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Walton..... | 16 | 3 | 10 | — | — | — | — | 1 | — | — | — | — | — | — | 2 |
| Washington..... | 16 | 3 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Unknown..... | 2 | — | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 4 | 2 | — | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| State Total..... | 16686 | 4770 | 6744 | 1679 | 1191 | 37 | 19 | 307 | 69 | 6 | 18 | 248 | 46 | 36 | 527 |
| Georgia | | | | | | | | | | | | | | | |
| Appling..... | 14 | 5 | 7 | — | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Atkinson..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bacon..... | 8 | 2 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Baker..... | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Baldwin..... | 45 | 17 | 26 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Banks..... | 6 | 2 | 2 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Barrow..... | 28 | 8 | 15 | 3 | 2 | — | — | — | — | — | — | — | — | — | — |
| Bartow..... | 80 | 27 | 19 | 4 | 2 | — | — | 2 | 1 | — | — | 15 | — | — | 2 |
| Ben Hill..... | 25 | 12 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Bernier..... | 15 | 2 | 8 | 2 | — | — | 1 | 2 | — | — | — | — | — | — | — |
| Bibb..... | 94 | 22 | 53 | 5 | 5 | — | — | 2 | — | — | — | 2 | — | — | — |
| Bleckley..... | 14 | 11 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Brantley..... | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Brooks..... | 19 | 17 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bryan..... | 14 | 5 | 5 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — |
| Bulloch..... | 72 | 29 | 33 | 2 | 6 | — | — | — | — | — | — | — | — | — | 1 |
| Burke..... | 18 | 10 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Butts..... | 17 | 4 | 12 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Calhoun..... | 14 | 9 | 4 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Camden..... | 15 | 3 | 10 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboprop | | | Rotorcraft | | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|----|-------|---|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | | |
| Georgia—Cont. | | | | | | | | | | | | | | | | | |
| Candler..... | 12 | 5 | 6 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Carroll..... | 55 | 15 | 37 | 7 | 4 | — | — | — | — | — | — | 1 | — | 1 | — | — | — |
| Catoosa..... | 20 | 11 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Charlton..... | 7 | 1 | 5 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Chatham..... | 119 | 19 | 62 | 11 | 2 | — | 1 | 2 | — | — | — | 4 | 11 | 1 | 5 | — | — |
| Chattooga..... | 12 | 7 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cherokee..... | 79 | 27 | 32 | 8 | 6 | — | — | — | — | — | — | — | — | 3 | — | — | — |
| Clarke..... | 65 | 20 | 29 | 10 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clay..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clayton..... | 137 | 61 | 56 | 13 | 1 | — | — | — | — | — | — | — | — | 4 | 1 | — | — |
| Clinch..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cobb..... | 440 | 131 | 211 | 36 | 9 | — | 1 | 5 | — | 1 | — | 7 | — | 8 | 3 | 2 | — |
| Coffee..... | 27 | 15 | 8 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Colquitt..... | 30 | 16 | 12 | — | — | — | — | 1 | — | — | — | — | — | 1 | — | — | — |
| Columbia..... | 48 | 15 | 25 | 2 | 1 | — | — | 1 | — | — | — | 2 | — | 1 | — | — | — |
| Cook..... | 9 | 3 | 5 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Coweta..... | 88 | 43 | 30 | 6 | 5 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Crawford..... | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Crisp..... | 19 | 10 | 8 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Dade..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dawson..... | 7 | 3 | 1 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| De Kalb..... | 480 | 125 | 215 | 35 | 19 | — | 1 | 14 | 1 | — | — | 20 | 6 | 2 | 4 | 10 | 2 |
| Decatur..... | 55 | 31 | 17 | 6 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Dodge..... | 12 | 7 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dooly..... | 20 | 14 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Dougherty..... | 50 | 10 | 21 | 14 | 1 | — | 1 | 2 | — | — | — | — | — | — | — | — | — |
| Douglas..... | 62 | 24 | 27 | 4 | 2 | — | — | — | — | — | — | — | — | 1 | 1 | — | — |
| Early..... | 13 | 6 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Echols..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Effingham..... | 9 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Elbert..... | 12 | 4 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Emanuel..... | 12 | 4 | 3 | 4 | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Evans..... | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fannin..... | 13 | 6 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fayette..... | 183 | 73 | 82 | 11 | 5 | — | — | 3 | — | — | — | — | — | 3 | — | — | — |
| Floyd..... | 77 | 30 | 32 | 7 | 4 | — | — | 1 | — | — | — | — | — | 2 | — | — | — |
| Forsyth..... | 33 | 10 | 21 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Franklin..... | 20 | 6 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fulton..... | 604 | 124 | 248 | 49 | 37 | — | 2 | 25 | 6 | — | — | 25 | 19 | 3 | 14 | 23 | 3 |
| Gilmer..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Glynn..... | 97 | 20 | 50 | 11 | 2 | — | — | 3 | — | 1 | — | 3 | 1 | 5 | — | — | — |
| Gordon..... | 35 | 13 | 14 | 3 | 3 | — | — | — | — | — | — | — | — | 2 | — | — | — |
| Grady..... | 18 | 8 | 9 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Greene..... | 9 | 3 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Gwinnett..... | 332 | 95 | 135 | 24 | 5 | — | — | 5 | 1 | 1 | — | 6 | — | 19 | 16 | 2 | — |
| Habersham..... | 29 | 10 | 12 | 6 | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Hall..... | 99 | 34 | 47 | 10 | 3 | — | — | 1 | — | — | — | 2 | — | 2 | — | — | — |
| Hancock..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Haralson..... | 6 | 1 | 4 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Harris..... | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hart..... | 12 | 6 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Heard..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Henry..... | 102 | 45 | 45 | 6 | 2 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Houston..... | 76 | 37 | 34 | 2 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Irwin..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|---|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Georgia—Cont. | | | | | | | | | | | | | | | | |
| Jackson | 32 | 8 | 20 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Jasper | 12 | 5 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jeff Davis | 6 | 3 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson | 19 | 12 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jenik | 5 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Johnson | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jones | 4 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Lamar | 27 | 12 | 11 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lanier | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Laurens | 22 | 8 | 10 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Lee | 17 | 10 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Liberty | 11 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | 4 | — | — |
| Lincoln | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lowndes | 90 | 36 | 33 | 8 | 1 | — | — | 1 | — | — | 1 | — | 3 | — | — | 7 |
| Lumpkin | 14 | 4 | 7 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Macon | 15 | 2 | 8 | 1 | 1 | — | — | — | — | — | 1 | — | — | 2 | — | — |
| Madison | 20 | 4 | 7 | 4 | 2 | — | 1 | 1 | — | — | — | — | — | — | — | 1 |
| McDuffie | 14 | 4 | 9 | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Montosh | 10 | 1 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Meriwether | 44 | 17 | 22 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Miller | 14 | 10 | 3 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Mitchell | 28 | 18 | 7 | — | — | — | — | — | — | — | — | — | 3 | — | — | — |
| Monroe | 6 | 1 | 4 | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Morgan | 9 | 3 | 4 | — | — | — | — | 1 | — | — | — | — | 1 | — | — | — |
| Murray | 13 | 7 | 3 | 1 | 1 | — | — | — | — | — | 1 | — | — | — | — | — |
| Muscogee | 131 | 33 | 61 | 15 | 5 | — | — | 10 | 1 | — | 4 | — | 1 | — | — | 1 |
| Newton | 30 | 12 | 12 | 5 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Oconee | 13 | 3 | 6 | 1 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Oglethorpe | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Paulding | 15 | 5 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Peach | 21 | 7 | 13 | — | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Pickens | 40 | 22 | 15 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Pierce | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pike | 83 | 41 | 26 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | 8 |
| Polk | 19 | 10 | 6 | 2 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Pulaski | 9 | 6 | 2 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Putnam | 8 | 1 | 5 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Quitman | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Rabun | 18 | 6 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Randolph | 12 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Richmond | 126 | 31 | 47 | 10 | 3 | — | — | 31 | — | — | 2 | — | 1 | — | — | 1 |
| Rockdale | 64 | 26 | 29 | 6 | 1 | — | — | 1 | — | — | — | — | — | — | — | 1 |
| Schley | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Screven | 21 | 8 | 10 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Seminole | 14 | 8 | 1 | 2 | — | — | 2 | — | — | — | — | — | — | — | — | 1 |
| Spaulding | 127 | 56 | 41 | 17 | 8 | 2 | — | — | — | — | 1 | — | — | — | — | 2 |
| Stephens | 29 | 12 | 11 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Stewart | 4 | — | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sumter | 28 | 16 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Talbot | 9 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Tattnall | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Taylor | 14 | 4 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Telfair | 12 | 6 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Terrell | 26 | 11 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Thomas | 65 | 23 | 17 | 9 | 2 | — | — | 6 | — | — | 2 | — | 1 | — | — | 5 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | 3 + Engine | | | |
| | | | | | | | | | | | | | | | | | |
| Georgia—Cont. | | | | | | | | | | | | | | | | | |
| Tift | 29 | 9 | 14 | 3 | 1 | — | — | 2 | — | — | — | — | — | — | — | — | — |
| Toombs | 22 | 6 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Towns | 7 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Treutlen | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Troup | 21 | 10 | 7 | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Turner | 8 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Twiggs | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Union | 12 | 1 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Upson | 32 | 7 | 21 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Walker | 28 | 9 | 11 | 5 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Walton | 42 | 12 | 18 | 2 | 1 | — | — | 1 | — | — | — | 1 | — | — | 1 | — | 6 |
| Ware | 20 | 8 | 8 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Warren | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Washington | 11 | 2 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wayne | 17 | 11 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| White | 16 | 9 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Whitfield | 53 | 17 | 25 | 5 | 2 | — | — | 2 | — | — | — | 1 | — | — | — | — | 1 |
| Wilcox | 7 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Wilkes | 12 | 2 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wilkinson | 7 | 1 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Worth | 7 | 1 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| State Total | 5965 | 2023 | 2599 | 475 | 178 | 4 | 13 | 139 | 11 | 3 | 1 | 101 | 37 | 7 | 114 | 61 | 199 |
| Hawaii | | | | | | | | | | | | | | | | | |
| Hawaii | 87 | 24 | 31 | 8 | 4 | — | — | — | — | — | — | — | — | — | 5 | 15 | — |
| Honolulu | 521 | 176 | 117 | 48 | 57 | 6 | 3 | 7 | 3 | — | — | 1 | 5 | — | 27 | 38 | 33 |
| Kauai | 43 | 8 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | 3 | 20 | 3 |
| Mau | 111 | 29 | 40 | 4 | 9 | — | — | — | — | — | — | — | — | — | 6 | 19 | 4 |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 763 | 238 | 194 | 63 | 70 | 6 | 3 | 7 | 3 | — | — | 1 | 5 | — | 41 | 92 | 40 |
| Idaho | | | | | | | | | | | | | | | | | |
| Ada | 545 | 122 | 264 | 30 | 16 | — | 4 | 23 | 13 | — | 1 | 8 | 1 | 4 | 5 | 27 | 27 |
| Adams | 14 | 1 | 11 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Bannock | 97 | 26 | 55 | 8 | 5 | — | — | 1 | — | — | — | — | — | — | — | — | 2 |
| Bear Lake | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Benewah | 26 | 11 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bingham | 83 | 44 | 30 | 4 | 2 | — | — | — | — | — | 1 | 1 | — | — | — | 1 | — |
| Blaine | 138 | 25 | 80 | 18 | 1 | — | — | 9 | — | — | — | 2 | 1 | — | — | — | 2 |
| Bose | 5 | — | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Bonner | 90 | 29 | 43 | 5 | 2 | — | — | 3 | — | — | — | — | — | — | 3 | 2 | 3 |
| Bonneville | 88 | 31 | 45 | 6 | 1 | — | — | 2 | — | — | — | — | — | — | 2 | 1 | — |
| Boundary | 34 | 13 | 12 | — | — | — | 2 | 1 | — | — | — | — | — | — | 2 | 4 | — |
| Butte | 16 | 2 | 14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Camas | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Canyon | 192 | 90 | 88 | 9 | — | 1 | — | 1 | — | — | — | — | — | — | 2 | — | 1 |
| Caribou | 15 | 5 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cassia | 37 | 18 | 16 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Clark | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clearwater | 15 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Custer | 21 | 4 | 15 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Elmore | 44 | 17 | 21 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Franklin | 20 | 5 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Fremont | 27 | 13 | 14 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Gem | 33 | 10 | 19 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|------------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turboshaft | Other | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | | 13 + Place |
| Idaho—Cont. | | | | | | | | | | | | | | | | |
| Gooding | 14 | 5 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | 1 | — |
| Idaho | 37 | 12 | 23 | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Jefferson | 33 | 14 | 13 | 1 | — | — | 3 | — | — | — | — | — | — | 1 | — | 1 |
| Jerome | 26 | 7 | 18 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kootenai | 227 | 94 | 99 | 16 | 2 | — | — | 2 | 1 | — | 1 | — | — | 1 | 4 | 7 |
| Latah | 70 | 33 | 30 | 2 | — | — | — | 1 | — | — | 1 | — | — | — | 1 | 2 |
| Lemhi | 40 | 8 | 26 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Lewis | 46 | 34 | 8 | — | 1 | — | 1 | — | — | — | — | — | — | 2 | — | — |
| Lincoln | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Madison | 56 | 23 | 23 | 5 | — | — | — | — | — | — | — | — | — | 4 | — | — |
| Minidoka | 19 | 6 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Nez Perce | 119 | 35 | 60 | 2 | 1 | — | 2 | 1 | — | — | — | — | — | 2 | 12 | 4 |
| Oneida | 4 | 1 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Owyhee | 20 | 6 | 13 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Payette | 30 | 14 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Power | 20 | 8 | 9 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Shoshone | 13 | 3 | 9 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Teton | 26 | 6 | 12 | 1 | — | — | — | 1 | — | — | — | 1 | — | — | 1 | 4 |
| Twin Falls | 136 | 46 | 74 | 3 | 2 | — | — | — | — | — | — | — | — | 4 | 6 | 1 |
| Valley | 69 | 18 | 47 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Washington | 17 | 14 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 2571 | 861 | 1276 | 131 | 44 | 1 | 12 | 46 | 14 | 2 | 13 | 3 | 4 | 40 | 64 | 60 |
| Illinois | | | | | | | | | | | | | | | | |
| Adams | 72 | 29 | 32 | 3 | 5 | — | — | 2 | — | — | 1 | — | — | — | — | — |
| Alexander | 9 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Bond | 14 | 7 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Boone | 45 | 23 | 19 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Brown | 8 | 3 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Bureau | 34 | 15 | 16 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Calhoun | 3 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Carroll | 15 | 6 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cass | 14 | 5 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Champaign | 247 | 74 | 118 | 19 | 2 | — | 1 | 2 | — | 1 | 1 | — | — | 6 | — | 23 |
| Christian | 30 | 12 | 15 | — | — | — | — | — | — | — | 1 | — | — | — | — | 2 |
| Clark | 21 | 8 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 2 |
| Clay | 12 | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clinton | 14 | 2 | 10 | — | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Coles | 45 | 15 | 24 | 1 | 2 | — | 1 | — | — | — | — | — | — | — | — | 2 |
| Cook | 1923 | 511 | 883 | 156 | 80 | — | — | 36 | 23 | — | 49 | 23 | 13 | 36 | 32 | 68 |
| Crawford | 20 | 4 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — | 3 |
| Cumberland | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| De Kalb | 141 | 57 | 56 | 11 | 5 | — | — | 2 | — | — | — | — | — | 2 | — | 8 |
| De Witt | 27 | 10 | 15 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Douglas | 21 | 7 | 10 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Du Page | 937 | 286 | 438 | 87 | 24 | — | 1 | 12 | 2 | — | 16 | 3 | 16 | 19 | 33 | 33 |
| Edgar | 18 | 8 | 8 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Edwardsville | 4 | 1 | 2 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Effingham | 22 | 9 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Fayette | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ford | 28 | 9 | 17 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Franklin | 15 | 2 | 7 | 1 | — | — | — | — | — | — | — | — | — | 1 | 1 | 3 |
| Fulton | 41 | 19 | 21 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Gallatin | 6 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Greene | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grundy | 73 | 32 | 30 | 3 | — | — | — | 1 | — | — | — | — | — | 2 | — | 5 |

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BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|---------------|-------|-------|----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | |
| Illinois—Cont. | | | | | | | | | | | | | | | | |
| Hamilton | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hancock | 37 | 13 | 19 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hardin | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Henderson | 8 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Henry | 58 | 25 | 24 | 2 | — | — | — | — | — | — | 1 | — | — | 1 | — | — |
| Iroquois | 35 | 14 | 17 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Jackson | 89 | 49 | 30 | 4 | 1 | — | — | — | — | — | — | — | — | 4 | 1 | — |
| Jasper | 9 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Jefferson | 26 | 15 | 6 | 2 | 2 | — | — | 1 | — | — | — | — | — | — | — | — |
| Jersey | 14 | 7 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jo Daviess | 27 | 9 | 12 | 3 | 1 | — | — | — | 1 | — | — | — | — | 1 | — | — |
| Johnson | 7 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Kane | 476 | 162 | 207 | 42 | 15 | — | — | 9 | — | — | 1 | 6 | 1 | 13 | 8 | 1 |
| Kankakee | 80 | 26 | 35 | 9 | 2 | — | — | — | — | — | — | 1 | — | 3 | 1 | — |
| Kendall | 45 | 15 | 23 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Knox | 70 | 26 | 35 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — |
| La Salle | 163 | 80 | 66 | 5 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| Lake | 556 | 188 | 205 | 39 | 27 | — | 1 | 13 | 1 | — | — | 7 | 2 | 7 | 26 | 2 |
| Lawrence | 11 | 2 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lee | 46 | 25 | 14 | 5 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Livingston | 45 | 18 | 24 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Logan | 29 | 8 | 13 | 3 | — | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Macon | 114 | 32 | 63 | 4 | 5 | — | — | 1 | — | — | — | — | — | 6 | — | — |
| Macoupin | 143 | 58 | 61 | 19 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| Madison | 185 | 55 | 95 | 9 | 3 | — | — | 9 | — | — | — | — | — | 2 | 1 | 1 |
| Marion | 50 | 29 | 17 | 1 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Marshall | 26 | 11 | 14 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Mason | 22 | 16 | 5 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Massac | 16 | 8 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| McDonough | 31 | 9 | 15 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| McHenry | 388 | 175 | 147 | 27 | 3 | — | 1 | 2 | — | — | — | 1 | — | 3 | — | 29 |
| McLean | 140 | 47 | 65 | 6 | 6 | — | 1 | 4 | 1 | — | — | 4 | — | 2 | — | 4 |
| Menard | 20 | 11 | 6 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Mercer | 15 | 11 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Monroe | 35 | 16 | 18 | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Montgomery | 33 | 23 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan | 42 | 16 | 24 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Moultrie | 10 | 2 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ogle | 71 | 31 | 29 | 2 | — | — | — | 1 | — | — | — | — | — | 6 | — | 2 |
| Peoria | 171 | 42 | 92 | 15 | 7 | — | — | 6 | — | — | — | 1 | 2 | 1 | — | 5 |
| Perry | 12 | 4 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Platt | 28 | 5 | 23 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pike | 11 | 5 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Pope | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Pulaski | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Putnam | 12 | 4 | 6 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Randolph | 28 | 7 | 18 | — | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Richland | 15 | 3 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Rock Island | 131 | 42 | 57 | 10 | 1 | — | — | 7 | — | — | — | 7 | — | 2 | — | 5 |
| Saline | 6 | 3 | 2 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Sangamon | 243 | 93 | 101 | 12 | 10 | — | — | 5 | 1 | — | — | 2 | — | 5 | 9 | 9 |
| Schuyler | 5 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Scott | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Shelby | 15 | 6 | 8 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| St Clair | 239 | 118 | 94 | 10 | 4 | — | — | 3 | 1 | — | — | 1 | — | 2 | — | 6 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|-----------|--------------|-----------|------------|---------------|--------------|------------|---------------|--------------|------------|------------|-------|-------|
| | | Single Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | |
| Illinois--Cont. | | | | | | | | | | | | | | | |
| Stark..... | 14 | 6 | 6 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| Stephenson..... | 60 | 18 | 29 | 6 | — | — | — | 2 | 2 | — | — | 2 | — | 1 | — |
| Tazewell..... | 90 | 34 | 46 | 5 | 2 | — | — | 1 | — | — | — | — | — | — | 2 |
| Union..... | 12 | 3 | 8 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Vermilion..... | 93 | 36 | 36 | 9 | 5 | — | 1 | 1 | — | — | — | 2 | — | 2 | — |
| Wabash..... | 8 | 3 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Warren..... | 19 | 7 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Washington..... | 15 | 2 | 11 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Wayne..... | 12 | 4 | 6 | — | — | — | 1 | 1 | — | — | — | — | — | — | — |
| White..... | 11 | 5 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Whiteside..... | 38 | 16 | 19 | — | — | — | — | 1 | — | — | — | — | — | 1 | — |
| Will..... | 324 | 130 | 141 | 17 | 5 | — | — | 3 | — | — | — | 2 | — | 13 | 2 |
| Williamson..... | 43 | 12 | 22 | 3 | 2 | — | — | — | — | — | — | 1 | — | 1 | — |
| Winnebago..... | 298 | 88 | 140 | 19 | 13 | — | — | 6 | 2 | — | — | 7 | 1 | 3 | — |
| Woodford..... | 30 | 11 | 16 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| State Total | 9040 | 3144 | 4060 | 617 | 252 | — | 9 | 136 | 34 | — | 2 | 122 | 38 | 15 | 175 |
| Indiana | | | | | | | | | | | | | | | |
| Adams..... | 15 | 4 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Allen..... | 287 | 88 | 119 | 28 | 8 | — | — | 11 | — | — | 3 | 7 | — | 2 | — |
| Bartholome..... | 63 | 22 | 28 | 3 | 4 | — | — | 1 | 1 | — | — | 3 | — | — | — |
| Benton..... | 9 | 1 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Blackford..... | 17 | 6 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Boone..... | 50 | 16 | 19 | 8 | — | — | — | 2 | — | — | — | — | — | 1 | — |
| Brown..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Carroll..... | 21 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cass..... | 20 | 6 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Clark..... | 80 | 30 | 34 | 6 | 1 | — | — | 3 | — | — | — | — | — | 2 | 1 |
| Clay..... | 23 | 8 | 15 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clinton..... | 26 | 5 | 18 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Crawford..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Daviess..... | 24 | 12 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| De Kalb..... | 34 | 14 | 14 | 1 | 2 | — | — | 1 | — | — | — | — | — | 1 | — |
| Dearborn..... | 16 | 5 | 8 | 2 | 1 | — | — | — | — | — | — | — | — | — | — |
| Decatur..... | 31 | 17 | 13 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Delaware..... | 89 | 28 | 37 | 8 | 4 | — | — | 3 | — | — | — | 3 | 1 | 1 | — |
| Dubois..... | 27 | 4 | 11 | 3 | 2 | — | — | 2 | 3 | — | — | — | — | 1 | 1 |
| Elkhart..... | 142 | 40 | 51 | 12 | 4 | — | — | 9 | 2 | — | — | 14 | 1 | 1 | — |
| Fayette..... | 15 | 5 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Floyd..... | 45 | 14 | 25 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Fountain..... | 27 | 10 | 5 | 2 | 2 | — | — | 1 | — | — | — | — | — | 4 | — |
| Franklin..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Fulton..... | 22 | 7 | 13 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Gibson..... | 21 | 8 | 12 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Grant..... | 51 | 19 | 21 | 4 | 2 | — | — | 3 | — | — | — | — | — | — | — |
| Greene..... | 21 | 11 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Hamilton..... | 185 | 54 | 85 | 15 | 2 | — | — | 2 | 1 | — | — | 1 | — | 2 | — |
| Hancock..... | 70 | 31 | 31 | 3 | 5 | — | — | — | — | — | — | — | — | — | — |
| Harrison..... | 29 | 16 | 10 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Hendricks..... | 89 | 36 | 47 | 1 | — | — | — | — | — | — | — | — | — | 4 | — |
| Henry..... | 42 | 17 | 19 | 1 | 3 | — | — | — | — | — | — | — | — | 1 | — |
| Howard..... | 67 | 31 | 30 | 7 | 1 | — | — | — | — | — | — | — | — | 1 | 1 |
| Huntington..... | 41 | 12 | 19 | 5 | — | — | — | 1 | — | — | — | 1 | — | 1 | — |
| Jackson..... | 35 | 17 | 11 | 3 | 4 | — | — | — | — | — | — | — | — | — | — |
| Jasper..... | 20 | 4 | 14 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Jay..... | 15 | 6 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — |

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|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|-----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Indiana—Cont. | | | | | | | | | | | | | | | | |
| Jefferson | 28 | 15 | 11 | — | — | — | — | 1 | — | — | — | — | — | — | 1 | |
| Jennings | 9 | 3 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Johnson | 82 | 31 | 40 | 4 | 3 | — | — | — | — | — | — | — | 2 | — | 2 | |
| Knox | 55 | 16 | 23 | 6 | 2 | — | — | — | — | — | 1 | — | 3 | 2 | — | |
| Kosciusko | 80 | 22 | 40 | 3 | 3 | — | — | 2 | — | — | 4 | — | 2 | — | 4 | |
| La Porte | 111 | 42 | 49 | 7 | — | — | — | 8 | — | — | — | — | 3 | — | 2 | |
| Lagrange | 18 | 6 | 9 | — | — | — | — | 1 | — | — | — | — | 1 | — | 1 | |
| Lake | 179 | 50 | 87 | 12 | 3 | — | — | 3 | — | — | 2 | — | 9 | 5 | 8 | |
| Lawrence | 36 | 14 | 16 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | |
| Madison | 118 | 43 | 56 | 4 | — | — | — | 2 | — | — | — | — | 2 | — | 11 | |
| Marion | 597 | 173 | 242 | 45 | 18 | — | — | 21 | 2 | — | 19 | 6 | 12 | 23 | 34 | |
| Marshall | 56 | 30 | 22 | 2 | — | — | — | — | — | — | — | — | 2 | — | — | |
| Martin | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Miami | 47 | 22 | 20 | 1 | — | — | — | — | — | — | — | — | 1 | — | 3 | |
| Monroe | 74 | 16 | 37 | 6 | — | — | — | 2 | 1 | — | 2 | — | 1 | 2 | 7 | |
| Montgomery | 51 | 19 | 23 | 4 | 1 | — | — | 1 | — | — | 1 | — | 1 | — | 1 | |
| Morgan | 54 | 20 | 24 | 2 | — | — | 1 | — | — | — | — | — | 5 | 1 | 1 | |
| Newton | 8 | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Noble | 39 | 14 | 17 | 4 | — | — | — | — | — | — | — | — | 1 | — | 3 | |
| Orange | 11 | 4 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Owen | 18 | 12 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Parke | 39 | 16 | 16 | 1 | 3 | — | — | — | — | — | — | — | 2 | — | 1 | |
| Perry | 11 | 2 | 4 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Pike | 8 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Porter | 105 | 35 | 58 | 9 | — | — | — | — | — | — | — | — | 3 | — | — | |
| Posey | 15 | 7 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Pulaski | 35 | 14 | 16 | — | — | — | — | — | — | — | 1 | — | 4 | — | — | |
| Putnam | 31 | 10 | 15 | — | — | — | — | — | — | — | — | — | 5 | — | 1 | |
| Randolph | 22 | 10 | 9 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | |
| Ripley | 14 | 1 | 9 | — | 1 | — | — | — | — | — | 1 | — | 1 | — | 1 | |
| Rush | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Scott | 13 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Shelby | 32 | 14 | 16 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Spencer | 12 | 3 | 6 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | |
| St. Joseph | 187 | 53 | 77 | 11 | 6 | — | — | 3 | — | 1 | 5 | — | 21 | 2 | 8 | |
| Starke | 26 | 13 | 11 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | |
| Steuben | 23 | 8 | 11 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Sullivan | 42 | 24 | 17 | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Switzerland | 7 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Tippecanoe | 137 | 37 | 78 | 9 | 1 | — | — | 5 | — | — | 2 | — | 1 | — | 4 | |
| Tipton | 22 | 8 | 8 | 3 | 1 | — | — | — | — | — | — | — | — | — | 2 | |
| Union | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Vanderburg | 112 | 33 | 59 | 10 | — | — | — | 6 | — | — | 1 | — | — | 1 | 2 | |
| Vermillion | 19 | 11 | 7 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Vigo | 106 | 47 | 43 | 6 | 3 | — | — | 4 | — | — | — | — | 1 | 1 | 1 | |
| Wabash | 19 | 6 | 10 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | |
| Warren | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Warrick | 27 | 6 | 17 | 2 | — | — | — | 1 | — | — | — | — | — | — | 1 | |
| Washington | 23 | 15 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Wayne | 40 | 10 | 24 | 6 | — | — | — | — | — | — | — | — | — | — | — | |
| Wells | 21 | 8 | 8 | 1 | — | — | — | — | — | — | — | — | 4 | — | — | |
| White | 33 | 8 | 19 | 2 | 1 | — | — | — | — | — | — | — | 1 | — | 2 | |
| Whitley | 30 | 11 | 16 | — | 2 | — | — | — | — | — | 1 | — | — | — | — | |
| Unknown | 1 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | |
| State Total | 4674 | 1602 | 2113 | 304 | 104 | — | 1 | 103 | 10 | 1 | 5 | 69 | 8 | 115 | 41 | 197 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbojet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Iowa | | | | | | | | | | | | | | | |
| Adair | 19 | 12 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Adams | 11 | 1 | 7 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Allamakee | 13 | 3 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Appanoose | 16 | 7 | 5 | 3 | — | — | — | 1 | — | — | — | — | — | — | — |
| Audubon | 13 | 5 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Benton | 15 | 7 | 6 | — | 2 | — | — | — | — | — | — | — | — | — | — |
| Black Hawk | 174 | 54 | 80 | 12 | 7 | — | — | 2 | 1 | — | 1 | 1 | — | 5 | 1 |
| Boone | 26 | 9 | 12 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Bremer | 17 | 2 | 11 | 1 | — | — | — | — | — | — | — | 1 | — | 1 | — |
| Buchanan | 20 | 9 | 10 | — | — | — | — | — | — | — | — | — | — | — | — |
| Buena Vista | 35 | 12 | 19 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Butler | 22 | 13 | 5 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Calhoun | 23 | 15 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Carroll | 26 | 7 | 16 | 1 | 2 | — | — | — | — | — | — | — | — | — | — |
| Cass | 26 | 8 | 13 | 4 | — | — | — | — | — | — | — | — | — | 1 | — |
| Cedar | 12 | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Cerro Gordo | 56 | 18 | 22 | 3 | 8 | — | — | — | — | — | — | 1 | — | 1 | — |
| Cherokee | 42 | 17 | 20 | 4 | — | — | — | — | — | — | — | — | — | — | — |
| Chickasaw | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Clarke | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clay | 20 | 7 | 11 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Clayton | 21 | 3 | 12 | 1 | 1 | — | — | — | — | — | — | 2 | — | 2 | — |
| Clinton | 27 | 12 | 12 | 2 | 1 | — | — | — | — | — | — | — | — | — | — |
| Crawford | 18 | 3 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Dallas | 33 | 12 | 18 | 2 | — | — | — | — | — | — | — | — | — | 1 | — |
| Davis | 8 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Decatur | 14 | 4 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Delaware | 7 | 2 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Des Moines | 50 | 22 | 20 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Dickinson | 44 | 19 | 19 | 5 | 1 | — | — | — | — | — | — | — | — | — | — |
| Dubuque | 59 | 19 | 26 | 2 | 5 | — | — | 4 | 1 | — | — | — | — | — | — |
| Emmet | 26 | 12 | 9 | 1 | 3 | — | — | — | — | — | — | — | — | — | — |
| Fayette | 19 | 8 | 9 | — | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Floyd | 31 | 8 | 18 | 3 | 2 | — | — | — | — | — | — | — | — | — | — |
| Franklin | 22 | 7 | 12 | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Fremont | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Greene | 24 | 16 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Grundy | 10 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Guthrie | 16 | 7 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hamilton | 24 | 6 | 14 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Hancock | 13 | 5 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hardin | 37 | 16 | 15 | — | 1 | — | — | — | — | — | — | — | — | 2 | — |
| Harrison | 9 | 2 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Henry | 20 | 7 | 13 | — | — | — | — | — | — | — | — | — | — | — | — |
| Howard | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Humboldt | 20 | 5 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Ida | 10 | 3 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Iowa | 18 | 5 | 10 | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Jackson | 12 | 7 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Jasper | 39 | 14 | 21 | — | 2 | — | — | — | — | — | — | 2 | — | — | — |
| Jefferson | 36 | 12 | 17 | 3 | 1 | — | — | 1 | — | — | — | — | 2 | — | — |
| Johnson | 98 | 42 | 37 | 6 | — | — | — | 4 | — | — | — | — | — | — | — |
| Jones | 14 | 4 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Keokuk | 12 | 3 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Kossuth | 21 | 11 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other |
|--------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | |
| Iowa—Cont. | | | | | | | | | | | | | | | |
| Lee..... | 38 | 11 | 14 | 6 | 2 | — | — | 2 | — | — | — | — | — | 3 | — |
| Linn..... | 217 | 59 | 101 | 3 | 7 | — | — | 3 | 2 | — | — | 6 | — | 11 | 3 |
| Louisa..... | 10 | 2 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lucas..... | 13 | 5 | 5 | — | — | — | — | 3 | — | — | — | — | — | — | — |
| Lyon..... | 20 | 8 | 8 | 3 | — | — | — | 1 | — | — | — | — | — | — | — |
| Madison..... | 15 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mahaska..... | 25 | 7 | 13 | 2 | — | — | — | 1 | — | — | — | — | — | — | 2 |
| Marion..... | 47 | 17 | 24 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | 3 |
| Marshall..... | 31 | 10 | 16 | 2 | 1 | — | — | 1 | — | — | — | 1 | — | — | — |
| Mills..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mitchell..... | 12 | 6 | 3 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Monona..... | 21 | 7 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Monroe..... | 20 | 7 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Montgomery..... | 26 | 5 | 13 | — | 3 | — | — | — | — | — | — | — | — | 5 | — |
| Muscatine..... | 60 | 21 | 25 | 3 | — | — | — | 1 | — | — | — | 2 | — | 1 | 7 |
| O'Brien..... | 25 | 5 | 18 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Osceola..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Page..... | 41 | 20 | 19 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Palo Alto..... | 13 | 5 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Plymouth..... | 24 | 11 | 8 | 3 | — | — | — | 2 | — | — | — | — | — | — | — |
| Pocahontas..... | 17 | 6 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Polk..... | 398 | 121 | 170 | 34 | 9 | — | — | 20 | 1 | — | — | 8 | 5 | 1 | 29 |
| Pottawattamie..... | 65 | 19 | 29 | 5 | 4 | — | — | — | — | — | — | 1 | — | 7 | — |
| Poweshink..... | 23 | 9 | 9 | 1 | 2 | — | — | 2 | — | — | — | — | — | — | — |
| Ringgold..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sac..... | 11 | 5 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Scott..... | 126 | 40 | 50 | 11 | 2 | — | — | 2 | — | — | — | 1 | — | 9 | 11 |
| Shelby..... | 25 | 12 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Sioux..... | 30 | 10 | 13 | — | 4 | — | — | 2 | — | — | — | — | — | — | 1 |
| Story..... | 101 | 28 | 44 | 7 | 5 | — | — | 1 | — | — | — | — | — | — | 16 |
| Tama..... | 19 | 7 | 11 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Taylor..... | 4 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Union..... | 17 | 4 | 8 | 2 | — | — | — | — | — | — | — | — | — | 1 | 2 |
| Van Buren..... | 8 | 4 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Wapello..... | 87 | 55 | 18 | 5 | 4 | — | — | 1 | — | — | 1 | — | — | — | 3 |
| Warren..... | 83 | 30 | 24 | 2 | — | — | — | — | — | — | — | — | — | — | 27 |
| Washington..... | 21 | 3 | 10 | — | — | — | — | — | — | — | — | — | — | 1 | 7 |
| Wayne..... | 6 | 2 | 3 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Webster..... | 52 | 24 | 18 | 2 | 1 | — | — | 1 | — | — | — | 1 | — | — | 5 |
| Winnebago..... | 30 | 12 | 17 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Winneshek..... | 9 | 5 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Woodbury..... | 123 | 34 | 55 | 13 | 4 | — | — | 9 | — | — | — | 6 | — | — | 2 |
| Worth..... | 18 | 7 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Wright..... | 19 | 7 | 8 | 3 | — | — | — | 1 | — | — | — | — | — | — | — |
| State Total | 3393 | 1196 | 1521 | 198 | 92 | — | — | 69 | 5 | — | 2 | 34 | 8 | 64 | 197 |
| Kansas | | | | | | | | | | | | | | | |
| Allen..... | 12 | 5 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Anderson..... | 19 | 5 | 9 | 3 | — | — | — | 2 | — | — | — | — | — | — | — |
| Atchison..... | 21 | 11 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Barber..... | 9 | 2 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Barton..... | 51 | 16 | 25 | 6 | 2 | — | — | — | — | — | — | — | — | 1 | 1 |
| Bourbon..... | 28 | 13 | 12 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Brown..... | 13 | 6 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Butler..... | 113 | 48 | 55 | 6 | — | — | — | — | — | — | — | — | — | 3 | 1 |
| Chase..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Kansas—Cont. | | | | | | | | | | | | | | | |
| Chautauqua..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cherokee..... | 16 | 8 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cheyenne..... | 16 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Clark..... | 24 | 13 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | 2 |
| Clay..... | 16 | 5 | 7 | 1 | 3 | — | — | — | — | — | — | — | — | — | — |
| Cloud..... | 16 | 7 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Coffey..... | 10 | 4 | 5 | — | — | — | — | — | — | — | 1 | — | — | — | — |
| Comanche..... | 8 | 5 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Cowley..... | 50 | 19 | 22 | 6 | 1 | — | — | — | — | — | — | — | 1 | — | 1 |
| Crawford..... | 35 | 10 | 21 | 1 | 2 | — | — | — | — | — | 1 | — | — | — | — |
| Decatur..... | 16 | 10 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Dickinson..... | 31 | 11 | 16 | — | — | — | — | 2 | — | — | — | — | — | — | 2 |
| Doniphan..... | 8 | 3 | 3 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Douglas..... | 70 | 27 | 33 | 3 | 2 | — | — | 2 | — | — | — | — | — | 1 | 2 |
| Edwards..... | 8 | 5 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Elk..... | 8 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ellis..... | 44 | 28 | 12 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Ellsworth..... | 13 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Finney..... | 71 | 24 | 35 | 5 | 4 | — | — | — | — | — | 1 | — | 1 | — | 1 |
| Ford..... | 45 | 11 | 28 | 3 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Franklin..... | 48 | 18 | 18 | — | 6 | — | — | 5 | — | — | 1 | — | — | — | — |
| Geary..... | 29 | 15 | 11 | — | 2 | — | — | — | — | — | — | — | 1 | — | — |
| Gove..... | 12 | — | 10 | — | 2 | — | — | — | — | — | — | — | — | — | — |
| Graham..... | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 42 | 14 | 15 | 4 | 2 | — | — | — | — | — | — | — | 6 | 1 | — |
| Gray..... | 31 | 15 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Greeley..... | 17 | 8 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Greenwood..... | 17 | 7 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Hamilton..... | 40 | 26 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Harper..... | 48 | 12 | 22 | 2 | — | — | — | — | — | — | 1 | — | — | — | 11 |
| Harvey..... | 80 | 17 | 38 | 7 | 5 | — | — | 5 | — | 1 | 4 | 2 | — | — | 1 |
| Haskell..... | 24 | 13 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hodgeman..... | 9 | 4 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Jackson..... | 8 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson..... | 22 | 10 | 11 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Jewell..... | 12 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Johnson..... | 488 | 118 | 223 | 44 | 50 | — | — | 12 | — | — | 7 | — | 6 | 1 | 27 |
| Kearny..... | 11 | 4 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Kingman..... | 17 | 6 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Kiowa..... | 29 | 10 | 14 | 1 | 1 | — | — | — | — | — | — | — | — | — | 3 |
| Labette..... | 21 | 9 | 8 | — | 2 | — | — | — | — | — | — | — | 1 | — | 1 |
| Lane..... | 8 | 3 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Leavenworth..... | 62 | 25 | 31 | 1 | — | — | — | — | — | — | — | — | — | — | 5 |
| Lincoln..... | 14 | 8 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Linn..... | 14 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Logan..... | 16 | 13 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lyon..... | 36 | 14 | 21 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Marion..... | 23 | 5 | 12 | — | — | — | — | — | — | — | — | — | 5 | 1 | — |
| Marshall..... | 9 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| McPherson..... | 48 | 16 | 25 | 4 | 2 | — | — | — | — | — | 1 | — | — | — | — |
| Meade..... | 29 | 16 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Miami..... | 33 | 15 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Mitchell..... | 20 | 11 | 8 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Montgomery..... | 49 | 18 | 22 | 3 | 3 | — | — | 3 | — | — | — | — | — | — | — |
| Morris..... | 4 | 1 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | | Rotorcraft | | Other |
|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|-----|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Kansas—Cont. | | | | | | | | | | | | | | | | |
| Morton..... | 13 | 3 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Nemaha..... | 10 | 3 | 5 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Neosho..... | 22 | 6 | 11 | 1 | — | — | — | 2 | — | — | — | 1 | — | — | 1 | — |
| Ness..... | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Norton..... | 17 | 8 | 7 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Osage..... | 23 | 14 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Osborne..... | 7 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ottawa..... | 10 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Pawnee..... | 37 | 20 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | 2 | — | 1 |
| Phillips..... | 12 | 4 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Pottawatomie..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pratt..... | 32 | 13 | 14 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | 2 |
| Rawlins..... | 13 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | 2 | — | 1 |
| Reno..... | 69 | 24 | 29 | 5 | 3 | — | — | 2 | — | — | — | 2 | — | 1 | — | 3 |
| Republic..... | 11 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rice..... | 24 | 12 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Riley..... | 60 | 20 | 32 | 4 | 2 | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Rooks..... | 7 | 3 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rush..... | 6 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Russell..... | 26 | 13 | 9 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Saline..... | 96 | 20 | 45 | 10 | 5 | — | — | 3 | — | — | 1 | — | — | 9 | 1 | 2 |
| Scott..... | 30 | 10 | 15 | 2 | 2 | — | — | 1 | — | — | — | — | — | — | — | — |
| Sedgwick..... | 1061 | 258 | 368 | 67 | 16 | — | 75 | 83 | 32 | — | — | 80 | 3 | 3 | 12 | 3 |
| Seward..... | 66 | 18 | 33 | 6 | 7 | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Shawnee..... | 189 | 62 | 89 | 10 | 4 | 1 | — | 2 | 1 | — | — | 1 | — | 4 | — | 15 |
| Sheridan..... | 19 | 14 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sherman..... | 25 | 11 | 11 | 1 | — | — | 1 | 1 | — | — | — | — | — | — | — | — |
| Smith..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Stafford..... | 13 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Stanton..... | 32 | 13 | 17 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Stevens..... | 25 | 8 | 16 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Sumner..... | 46 | 18 | 26 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Thomas..... | 30 | 21 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Trego..... | 8 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wabaunsee..... | 7 | 3 | 1 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Wallace..... | 17 | 10 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Washington..... | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wichita..... | 14 | 9 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wilson..... | 12 | 4 | 4 | — | 1 | — | — | 1 | — | — | — | — | — | 2 | — | — |
| Woodson..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wyandotte..... | 76 | 33 | 28 | — | 4 | — | — | 1 | — | — | — | — | — | 5 | — | 5 |
| State Total | 4363 | 1522 | 1858 | 245 | 147 | 1 | 77 | 131 | 33 | — | 2 | 101 | 5 | 3 | 73 | 8 |
| Kentucky | | | | | | | | | | | | | | | | |
| Adair..... | 9 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Allen..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Anderson..... | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ballard..... | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Barren..... | 19 | 10 | 7 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Bath..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bell..... | 17 | 5 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Boone..... | 24 | 7 | 15 | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Bourbon..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Boyd..... | 32 | 6 | 11 | 4 | 2 | — | — | 2 | — | — | — | 4 | 1 | — | 1 | 1 |
| Boyle..... | 16 | 5 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bracken..... | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Kentucky—Cont. | | | | | | | | | | | | | | | |
| Breathitt..... | 7 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Breckinrid..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bullitt..... | 14 | 4 | 6 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Butler..... | 5 | 2 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Caldwell..... | 4 | 1 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Calloway..... | 27 | 15 | 11 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Campbell..... | 24 | 7 | 8 | 3 | — | — | — | 1 | — | — | 2 | — | — | — | — |
| Carlisle..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Carroll..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Carter..... | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Casey..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Christian..... | 48 | 15 | 26 | 5 | 2 | — | — | — | — | — | — | — | — | — | — |
| Clark..... | 18 | 6 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Clay..... | 7 | 1 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Clinton..... | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Crittenden..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cumberland..... | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Daviess..... | 97 | 34 | 37 | 11 | 6 | — | — | 5 | — | — | 3 | 1 | — | — | — |
| Edmonson..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Estill..... | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Fayette..... | 152 | 39 | 60 | 21 | 3 | — | — | 5 | 3 | — | 2 | — | — | 2 | 5 |
| Fleming..... | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Floyd..... | 17 | — | 10 | 2 | 3 | — | — | 1 | — | — | — | — | — | 2 | 1 |
| Franklin..... | 39 | 9 | 19 | 4 | 1 | — | — | — | — | — | — | — | — | — | 4 |
| Fulton..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Gallatin..... | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Garrard..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Grant..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Graves..... | 26 | 7 | 14 | 1 | 3 | — | — | — | — | — | — | — | — | 1 | — |
| Grayson..... | 14 | 3 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Green..... | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Greenup..... | 12 | 3 | 7 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Hancock..... | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hardin..... | 46 | 24 | 19 | 2 | 1 | — | — | — | — | — | — | — | — | — | — |
| Harlan..... | 6 | — | 3 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Harrison..... | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hart..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Henderson..... | 21 | 7 | 8 | 2 | 1 | — | — | — | — | — | 2 | — | — | — | 1 |
| Henry..... | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hickman..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hopkins..... | 30 | 7 | 12 | 3 | 1 | — | — | 1 | — | — | 2 | — | — | 2 | 1 |
| Jackson..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson..... | 445 | 133 | 153 | 38 | 10 | — | — | 11 | — | — | 7 | 3 | — | 5 | 6 |
| Jessamine..... | 12 | 7 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Johnson..... | 13 | 3 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Kenton..... | 34 | 13 | 12 | 1 | — | — | — | — | 1 | — | — | — | — | 3 | — |
| Knott..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Knox..... | 3 | 1 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Larue..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Laurel..... | 20 | 8 | 6 | 1 | — | — | — | 2 | — | — | — | — | — | — | 3 |
| Lawrence..... | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Lee..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Leslie..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Letcher..... | 9 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Lewis..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | | Rotorcraft | | Other |
|-----------------------|-------------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|--------------|----------|----------|------------|-----------|-----------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | 3 + Engine | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Kentucky—Cont. | | | | | | | | | | | | | | | | | |
| Lincoln..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Livingston..... | 3 | — | 2 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Logan..... | 13 | 5 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | 1 | — |
| Lyon..... | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Madison..... | 35 | 15 | 17 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Magoffin..... | 3 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Marion..... | 8 | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Marshall..... | 7 | 2 | 4 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Martin..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mason..... | 16 | 7 | 8 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Mccracken..... | 78 | 20 | 39 | 7 | 3 | — | — | 1 | — | — | — | 1 | — | — | 7 | — | — |
| McLean..... | 25 | 14 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Meade..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Menifee..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mercer..... | 15 | 6 | 7 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Metcalfe..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Monroe..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Montgomery..... | 26 | 6 | 14 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Muhlenberg..... | 11 | 6 | 3 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Nelson..... | 22 | 7 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Nicholas..... | 1 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Ohio..... | 4 | — | 2 | — | 1 | — | — | — | — | — | — | 2 | — | — | — | — | — |
| Oldham..... | 25 | 5 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pendleton..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Perry..... | 21 | 2 | 11 | 3 | 2 | — | — | — | — | — | — | — | — | — | 1 | 2 | — |
| Pike..... | 18 | 3 | 9 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Powell..... | 13 | 5 | 7 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Pulaski..... | 44 | 15 | 20 | 5 | 2 | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Robertson..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rockcastle..... | 3 | — | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rowan..... | 13 | 9 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Russell..... | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Scott..... | 12 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Shelby..... | 15 | 6 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Simpson..... | 7 | 1 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Spencer..... | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Taylor..... | 18 | 4 | 10 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Todd..... | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Trigg..... | 6 | 2 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Trimble..... | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Union..... | 15 | 9 | 4 | 1 | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Warren..... | 56 | 21 | 26 | 2 | 3 | — | — | — | — | — | — | — | 1 | — | 1 | — | — |
| Washington..... | 7 | 4 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wayne..... | 7 | 3 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Webster..... | 7 | — | 5 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Whitley..... | 22 | 8 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Woodford..... | 34 | 9 | 13 | — | — | — | — | 1 | — | — | — | 1 | — | — | — | — | 1 |
| State Total | 2052 | 679 | 881 | 156 | 59 | — | — | 33 | 5 | — | — | 29 | 7 | 1 | 41 | 30 | 13 |
| Louisiana | | | | | | | | | | | | | | | | | |
| Acadia..... | 73 | 60 | 8 | 2 | — | — | 1 | 1 | — | — | — | — | — | — | 1 | — | — |
| Allen..... | 16 | 9 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Ascension..... | 42 | 14 | 18 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Assumption..... | 13 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | 3 | 3 | — |
| Avoyelles..... | 42 | 22 | 14 | 2 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — |

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| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | 3 + Engine | | | | |
| Louisiana—Cont. | | | | | | | | | | | | | | | |
| Beauregard..... | 31 | 13 | 14 | 2 | — | — | — | 1 | — | — | — | — | — | 1 | — |
| Bienville..... | 4 | — | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bossier..... | 115 | 29 | 57 | 9 | 8 | — | — | 4 | — | — | — | 2 | — | 4 | 1 |
| Caddo..... | 231 | 81 | 95 | 25 | 9 | — | — | 4 | 3 | — | — | 2 | — | 2 | 10 |
| Calcasieu..... | 151 | 65 | 50 | 8 | 6 | — | — | 4 | 1 | — | 1 | 1 | — | 1 | 1 |
| Caldwell..... | 15 | 9 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cameron..... | 9 | 2 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Catahoula..... | 15 | 9 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Claiborne..... | 7 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Concordia..... | 20 | 14 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| De Soto..... | 12 | 5 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| East Baton..... | 313 | 69 | 144 | 23 | 16 | — | 1 | 10 | 1 | — | — | 1 | — | 10 | 12 |
| East Carro..... | 39 | 33 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| East Felic..... | 30 | 16 | 9 | — | — | — | — | — | — | — | — | — | — | 5 | — |
| Evangeline..... | 25 | 17 | 3 | 1 | 3 | — | — | — | — | — | — | — | — | 1 | — |
| Franklin..... | 65 | 48 | 15 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 13 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Iberia..... | 54 | 19 | 24 | 4 | 3 | — | — | 1 | — | — | — | — | — | 2 | 1 |
| Iberville..... | 17 | 7 | 3 | 1 | — | — | — | 2 | 1 | — | — | — | — | 1 | 1 |
| Jackson..... | 17 | 6 | 8 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson..... | 195 | 69 | 82 | 10 | 8 | — | — | 5 | 8 | — | — | 1 | 1 | 4 | 3 |
| Jefferson..... | 53 | 39 | 10 | 1 | — | — | — | 1 | — | — | — | — | — | 2 | — |
| La Salle..... | 7 | 1 | — | 2 | 1 | — | — | — | — | — | — | 1 | — | 2 | — |
| Lafayette..... | 532 | 67 | 77 | 14 | 13 | — | — | 10 | — | — | — | 2 | — | 6 | 336 |
| Lafourche..... | 45 | 17 | 22 | 2 | 1 | — | — | — | 2 | — | — | 1 | — | — | — |
| Lincoln..... | 42 | 13 | 14 | 5 | — | — | — | 8 | — | — | — | — | — | — | 2 |
| Livingston..... | 24 | 1 | 11 | 3 | — | — | — | 1 | — | — | — | — | — | 1 | 1 |
| Madison..... | 30 | 19 | 6 | 1 | 1 | — | 1 | — | — | 2 | — | — | — | — | — |
| Morehouse..... | 54 | 34 | 15 | 4 | 1 | — | — | — | — | — | — | — | — | — | — |
| Natchitoch..... | 31 | 13 | 10 | 4 | — | — | — | — | — | — | — | — | — | 4 | — |
| Orleans..... | 259 | 58 | 84 | 21 | 8 | — | 3 | 8 | 1 | — | 1 | 8 | 5 | 2 | 55 |
| Ouachita..... | 138 | 47 | 65 | 11 | 4 | — | — | 7 | — | — | — | 1 | — | — | 3 |
| Plaquemine..... | 55 | 9 | 34 | 3 | 2 | — | — | — | 1 | — | — | — | — | 2 | 2 |
| Pointe Cou..... | 16 | 7 | 6 | — | 1 | — | — | — | — | — | — | 1 | — | 1 | — |
| Rapides..... | 114 | 46 | 55 | 3 | 2 | — | — | 4 | — | — | — | — | — | — | 4 |
| Red River..... | 9 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Richland..... | 48 | 31 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | 5 | — |
| Sabine..... | 10 | 2 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| St Bernard..... | 17 | 6 | 10 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| St Charles..... | 24 | 9 | 13 | — | — | — | — | — | — | — | — | 1 | — | — | 1 |
| St James..... | 5 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| St John Th..... | 20 | 8 | 11 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| St Landry..... | 61 | 38 | 15 | 3 | — | — | 1 | 1 | — | — | — | — | — | 2 | 1 |
| St Martin..... | 11 | 5 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| St Mary..... | 59 | 21 | 24 | 3 | — | — | — | — | — | — | — | 1 | — | — | 10 |
| St Tammany..... | 144 | 55 | 72 | 8 | 2 | — | — | — | — | — | — | — | — | 3 | — |
| Tangipahoa..... | 85 | 25 | 52 | 5 | 1 | — | — | — | — | — | — | — | — | — | 2 |
| Tensas..... | 27 | 19 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Terrebonne..... | 60 | 20 | 33 | 1 | 1 | 1 | — | 2 | — | — | 1 | — | — | 1 | — |
| Union..... | 10 | 5 | 3 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Vermilion..... | 64 | 52 | 8 | 1 | 1 | — | 1 | — | — | — | — | — | — | 1 | — |
| Vernon..... | 19 | 5 | 10 | 3 | — | — | — | — | — | — | — | — | — | — | 1 |
| Washington..... | 16 | 4 | 9 | 2 | 1 | — | — | — | — | — | — | — | — | — | — |
| Webster..... | 22 | 6 | 8 | 2 | — | — | — | 2 | — | — | — | 1 | — | 2 | — |
| West Baton..... | 9 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbopjet | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 13 + Place | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | | | | | 1-12 Place | 13 + Place | | | | |
| Louisiana—Cont. | | | | | | | | | | | | | | | | | |
| West Carro..... | 41 | 32 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| West Felic..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Winn..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total..... | 3729 | 1363 | 1321 | 206 | 98 | 1 | 9 | 77 | 18 | 2 | 3 | 24 | 6 | 3 | 85 | 437 | |
| Maine | | | | | | | | | | | | | | | | | |
| Androscogg..... | 86 | 39 | 38 | 2 | 3 | — | — | — | — | — | — | — | — | — | 1 | 3 | |
| Arroostook..... | 86 | 30 | 46 | 2 | 3 | — | — | 1 | — | — | — | — | — | — | 2 | 2 | |
| Cumberland..... | 221 | 98 | 90 | 14 | 2 | — | — | 2 | 3 | — | — | 2 | — | — | 1 | 9 | |
| Franklin..... | 65 | 28 | 33 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | 2 | |
| Hancock..... | 72 | 32 | 35 | 2 | — | — | — | — | — | — | — | — | — | — | — | 3 | |
| Kennebec..... | 146 | 46 | 69 | 5 | 3 | — | 1 | 2 | — | — | — | 2 | — | — | 7 | 3 | |
| Knox..... | 73 | 33 | 33 | 3 | — | 1 | — | 1 | — | — | — | — | — | — | 1 | 1 | |
| Lincoln..... | 50 | 21 | 17 | 5 | 4 | — | — | — | — | — | — | — | — | — | 1 | 2 | |
| Oxford..... | 68 | 33 | 29 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | 1 | |
| Penobscot..... | 264 | 130 | 104 | 12 | 4 | — | — | 1 | 8 | — | — | — | — | — | 1 | 2 | |
| Piscataqui..... | 51 | 17 | 25 | 3 | 3 | — | — | — | — | — | — | — | — | — | 2 | 1 | |
| Sagadahoc..... | 28 | 21 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Somerset..... | 110 | 59 | 42 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | 2 | 1 | |
| Waldo..... | 33 | 12 | 19 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Washington..... | 52 | 14 | 33 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | 2 | |
| York..... | 163 | 77 | 65 | 3 | 5 | — | — | — | — | — | — | — | — | — | 3 | 10 | |
| State Total..... | 1568 | 690 | 685 | 61 | 30 | 1 | 1 | 8 | 11 | — | — | 4 | — | — | 23 | 15 | |
| Maryland | | | | | | | | | | | | | | | | | |
| Allegany..... | 80 | 38 | 22 | 5 | 5 | — | — | — | — | — | — | — | — | — | 1 | 8 | |
| Anne Arund..... | 394 | 126 | 197 | 30 | 4 | — | — | 11 | — | — | — | 5 | — | — | 2 | 18 | |
| Baltimore..... | 7 | — | — | — | — | — | — | — | 1 | — | — | 5 | 1 | — | — | — | |
| Baltimore..... | 541 | 172 | 246 | 28 | 9 | — | — | 11 | 4 | — | — | 12 | 7 | 3 | 8 | 19 | |
| Calvert..... | 35 | 6 | 26 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| Caroline..... | 20 | 6 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Carroll..... | 195 | 72 | 105 | 2 | 1 | — | — | — | — | — | — | — | — | — | 4 | 11 | |
| Cecil..... | 58 | 22 | 30 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | 3 | |
| Charles..... | 100 | 41 | 49 | 4 | 1 | — | — | — | — | — | — | — | — | — | 1 | 4 | |
| Dorchester..... | 33 | 12 | 17 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — | — | |
| Frederick..... | 151 | 51 | 61 | 6 | 2 | — | — | 2 | — | — | — | — | — | — | 15 | 4 | |
| Garrett..... | 29 | 10 | 16 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | |
| Harford..... | 109 | 40 | 58 | 4 | 1 | — | — | 2 | — | — | — | — | — | — | 3 | 1 | |
| Howard..... | 114 | 30 | 62 | 7 | 1 | — | — | 1 | — | — | — | — | — | 1 | — | 10 | |
| Kent..... | 24 | 8 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | — | 2 | |
| Montgomery..... | 442 | 99 | 254 | 33 | 5 | — | — | 5 | 3 | — | — | 7 | — | — | 4 | 29 | |
| Prince Geo..... | 392 | 129 | 212 | 23 | 4 | — | — | — | — | — | — | 3 | 3 | 1 | 5 | 4 | |
| Queen Anne..... | 81 | 38 | 36 | 1 | — | — | 2 | — | — | — | — | 1 | — | — | — | 3 | |
| Somerset..... | 18 | 9 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| St Marys..... | 101 | 32 | 56 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 7 | |
| Talbot..... | 82 | 19 | 41 | 11 | 4 | — | — | 2 | — | — | — | — | — | — | 1 | 3 | |
| Washington..... | 89 | 18 | 52 | 9 | 3 | — | — | 1 | — | — | — | — | — | — | — | 1 | |
| Wicomico..... | 57 | 25 | 19 | 6 | 1 | — | — | 2 | — | — | — | — | — | — | — | 4 | |
| Worcester..... | 54 | 24 | 23 | 4 | 1 | — | — | 1 | — | — | — | 1 | — | — | — | — | |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total..... | 3207 | 1027 | 1615 | 186 | 45 | — | 2 | 40 | 8 | — | — | 35 | 11 | 5 | 44 | 40 | |
| Massachusetts | | | | | | | | | | | | | | | | | |
| Barnstable..... | 166 | 46 | 93 | 9 | 13 | — | — | 1 | 1 | — | — | — | — | — | 1 | 2 | |
| Berkshire..... | 125 | 45 | 51 | 11 | 4 | — | — | 2 | — | — | — | 2 | — | — | 3 | 5 | |
| Bristol..... | 285 | 104 | 142 | 6 | 8 | — | — | 2 | — | — | — | — | — | 2 | 2 | 1 | |
| Dukes..... | 42 | 11 | 24 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | |
| Essex..... | 335 | 122 | 171 | 20 | 8 | — | — | 2 | — | — | — | 1 | — | — | 4 | 1 | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other | |
|----------------------------|-------------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|-----------|------------|-----------|-----------|------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Massachusetts—Cont. | | | | | | | | | | | | | | | | |
| Franklin..... | 84 | 39 | 34 | 5 | 1 | — | — | — | — | — | — | — | — | 2 | — | 3 |
| Hampden..... | 237 | 72 | 118 | 10 | 3 | — | — | 1 | — | — | — | 1 | — | 9 | 4 | 19 |
| Hampshire..... | 118 | 29 | 59 | 10 | 3 | — | — | — | — | — | — | 1 | — | 5 | — | 11 |
| Middlesex..... | 614 | 203 | 297 | 35 | 3 | — | — | 9 | 1 | — | — | 7 | 2 | 11 | 11 | 35 |
| Nantucket..... | 54 | 13 | 20 | 12 | 9 | — | — | — | — | — | — | — | — | — | — | — |
| Norfolk..... | 197 | 50 | 106 | 13 | 7 | — | — | 2 | — | — | — | 1 | 3 | 7 | 2 | 5 |
| Plymouth..... | 346 | 133 | 152 | 14 | 6 | — | — | — | 1 | — | — | 1 | — | 21 | 4 | 14 |
| Suffolk..... | 607 | 137 | 266 | 36 | 18 | — | 1 | 8 | 12 | — | — | 16 | 6 | 8 | 34 | 48 |
| Worcester..... | 517 | 158 | 280 | 25 | 5 | — | — | 3 | — | — | — | 2 | — | 13 | 1 | 30 |
| State Total..... | 3727 | 1162 | 1813 | 208 | 93 | — | 1 | 30 | 15 | — | — | 31 | 12 | 17 | 90 | 198 |
| Michigan | | | | | | | | | | | | | | | | |
| Alcona..... | 13 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Alger..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Allegan..... | 93 | 49 | 40 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Alpena..... | 27 | 8 | 10 | 7 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Antrim..... | 46 | 17 | 26 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Arenac..... | 14 | 9 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Baraga..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Barry..... | 39 | 16 | 18 | 2 | — | — | — | 1 | — | — | — | — | — | 1 | — | 1 |
| Bay..... | 95 | 43 | 48 | 1 | — | — | — | — | — | — | — | — | — | 3 | — | — |
| Benzie..... | 17 | 6 | 5 | — | — | — | — | 1 | — | — | — | — | — | — | — | 5 |
| Berrien..... | 198 | 83 | 82 | 18 | 3 | — | — | 1 | — | — | — | 4 | 1 | 1 | — | 5 |
| Branch..... | 43 | 13 | 18 | 5 | 3 | — | — | — | — | — | — | — | — | 2 | — | 2 |
| Calhoun..... | 144 | 43 | 52 | 4 | — | — | — | 1 | — | — | — | — | — | 2 | — | 40 |
| Cass..... | 44 | 13 | 26 | 2 | — | — | — | — | — | 1 | — | — | — | 1 | — | 1 |
| Charlevoix..... | 59 | 23 | 23 | 8 | 3 | — | — | — | — | — | — | 1 | — | — | — | 1 |
| Cheboygan..... | 45 | 20 | 19 | — | 2 | — | — | — | — | — | — | — | — | — | — | 4 |
| Chippewa..... | 40 | 17 | 12 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | — |
| Clare..... | 36 | 10 | 19 | 3 | 3 | — | — | — | — | — | — | — | — | 1 | — | — |
| Clinton..... | 98 | 38 | 51 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | — | 4 |
| Crawford..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Delta..... | 47 | 11 | 28 | 4 | 1 | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Dickinson..... | 55 | 17 | 11 | 5 | 17 | — | 2 | 2 | — | — | — | — | — | 1 | — | — |
| Eaton..... | 105 | 37 | 53 | 3 | 3 | — | — | 3 | — | — | — | — | — | 1 | — | 5 |
| Emmet..... | 44 | 21 | 13 | 8 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Genesee..... | 363 | 120 | 179 | 20 | 8 | — | — | 5 | — | — | — | 2 | — | 2 | — | 27 |
| Gladwin..... | 15 | 6 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Gogebic..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grand Travi..... | 129 | 53 | 62 | 3 | 3 | — | — | 1 | — | — | — | 1 | — | 1 | — | 5 |
| Grafton..... | 45 | 18 | 21 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Hillsdale..... | 33 | 17 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Houghton..... | 13 | 1 | 8 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Huron..... | 42 | 21 | 17 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Ingham..... | 303 | 99 | 132 | 20 | 13 | — | — | 4 | — | 1 | 2 | — | — | 6 | 3 | 23 |
| Ionia..... | 55 | 20 | 22 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | 5 |
| Iosco..... | 30 | 12 | 13 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Iron..... | 13 | 7 | 5 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Isabella..... | 69 | 30 | 34 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Jackson..... | 185 | 61 | 84 | 9 | 1 | — | — | 3 | — | — | — | 5 | — | 4 | 2 | 16 |
| Kalamazon..... | 301 | 119 | 121 | 17 | 5 | 3 | — | 4 | — | — | — | 3 | 1 | 8 | 2 | 18 |
| Kalkaska..... | 14 | 1 | 11 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Kent..... | 473 | 138 | 205 | 36 | 15 | — | — | 11 | — | — | — | 7 | 5 | 1 | 7 | 45 |
| Lake..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lapeer..... | 91 | 28 | 46 | 9 | 3 | — | — | 2 | — | — | — | — | — | 2 | — | 1 |
| Leelanau..... | 21 | 10 | 7 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbojet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|-----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Michigan—Cont. | | | | | | | | | | | | | | | |
| Lenawee..... | 128 | 46 | 57 | 8 | 2 | — | — | 3 | 2 | — | — | 3 | — | — | 5 |
| Livingston..... | 208 | 80 | 91 | 13 | 1 | 1 | — | — | — | — | — | 2 | — | 3 | 16 |
| Luce..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mackinac..... | 27 | 12 | 12 | 1 | 2 | — | — | — | — | — | — | — | — | — | — |
| Macomb..... | 423 | 147 | 195 | 20 | 14 | — | — | 11 | 2 | — | — | 2 | — | 12 | 18 |
| Manistee..... | 16 | 5 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | 2 |
| Marquette..... | 54 | 25 | 26 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Mason..... | 26 | 7 | 13 | 5 | 1 | — | — | — | — | — | — | — | — | — | — |
| Mecosta..... | 31 | 13 | 14 | 2 | — | — | — | — | — | — | — | — | — | 2 | — |
| Menominee..... | 38 | 14 | 15 | 2 | — | — | — | — | — | — | — | — | — | 3 | 4 |
| Midland..... | 87 | 33 | 45 | 1 | 1 | — | — | 2 | — | — | — | 2 | 1 | 1 | 1 |
| Missaukee..... | 46 | 26 | 17 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Monroe..... | 123 | 55 | 56 | 7 | 1 | — | — | — | — | — | — | — | — | 1 | 2 |
| Montcalm..... | 105 | 41 | 46 | 5 | — | — | — | — | — | — | — | — | — | 10 | 3 |
| Montmorenc..... | 12 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Muskegon..... | 101 | 48 | 34 | 5 | 4 | — | — | 3 | — | — | — | 3 | 1 | — | 3 |
| Newaygo..... | 50 | 23 | 24 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Oakland..... | 1054 | 276 | 495 | 73 | 56 | — | — | 15 | 2 | — | 1 | 21 | 4 | 18 | 91 |
| Oceana..... | 51 | 15 | 27 | — | 1 | — | — | — | — | — | — | — | — | 4 | 3 |
| Ogemaw..... | 11 | 4 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ontonagon..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Osceola..... | 20 | 12 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Oscoda..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Otsego..... | 37 | 10 | 23 | 4 | — | — | — | — | — | — | — | — | — | — | — |
| Ottawa..... | 213 | 79 | 87 | 17 | 3 | — | — | 7 | 1 | — | — | 3 | 4 | 8 | 4 |
| Presque Is..... | 5 | — | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Roscommon..... | 42 | 16 | 18 | 4 | 2 | — | — | 1 | — | — | 1 | — | — | — | — |
| Saginaw..... | 147 | 44 | 72 | 11 | 3 | — | — | 1 | 1 | — | — | 2 | 2 | 1 | 4 |
| Sanilac..... | 44 | 15 | 27 | — | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Schoolcraft..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Shiawassee..... | 95 | 26 | 60 | 5 | 2 | — | — | — | — | — | — | — | — | — | 2 |
| St. Clair..... | 161 | 51 | 79 | 13 | 6 | — | — | 1 | 1 | — | — | 1 | — | 3 | 6 |
| St. Joseph..... | 67 | 26 | 31 | 2 | 1 | — | — | 2 | — | — | — | — | — | 1 | 4 |
| Tuscola..... | 58 | 28 | 28 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Van Buren..... | 102 | 44 | 45 | 7 | — | — | — | — | — | — | — | 1 | — | 2 | 3 |
| Washtenaw..... | 426 | 129 | 152 | 27 | 13 | 1 | 3 | 10 | 4 | — | — | 16 | 4 | 7 | 57 |
| Wayne..... | 1013 | 285 | 449 | 65 | 52 | 3 | — | 23 | 8 | — | — | 29 | 11 | 8 | 41 |
| Wexford..... | 30 | 10 | 15 | 1 | — | — | — | 1 | — | — | — | 1 | — | 1 | 1 |
| Unknown..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Unknown..... | 3 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| State Total | 6595 | 2933 | 3822 | 528 | 265 | 8 | 5 | 123 | 21 | — | 4 | 112 | 36 | 15 | 448 |
| Minnesota | | | | | | | | | | | | | | | |
| Aitkin..... | 32 | 14 | 12 | 3 | — | — | — | 1 | 1 | — | — | — | — | 1 | — |
| Anoka..... | 113 | 34 | 62 | 6 | 5 | — | — | 1 | — | — | — | — | — | 2 | 3 |
| Becker..... | 30 | 14 | 16 | — | — | — | — | — | — | — | — | — | — | — | — |
| Beltrami..... | 64 | 18 | 23 | 7 | 13 | — | — | 1 | — | — | — | — | — | 2 | — |
| Benton..... | 75 | 23 | 34 | 6 | 2 | — | — | 1 | — | — | — | — | — | — | 9 |
| Big Stone..... | 14 | 7 | 5 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Blue Earth..... | 73 | 23 | 39 | 4 | 1 | — | — | 1 | — | — | — | 2 | — | — | 3 |
| Brown..... | 50 | 23 | 21 | 6 | — | — | — | — | — | — | — | — | — | — | — |
| Carlton..... | 38 | 13 | 21 | 1 | — | — | — | 1 | — | — | — | — | — | 2 | — |
| Carver..... | 64 | 18 | 33 | 2 | — | — | — | 1 | — | — | — | — | — | 3 | 7 |
| Cass..... | 38 | 19 | 19 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chippewa..... | 19 | 8 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|------------------|---------------|--------------|------------|-------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-2 Place | 13 + Place | | | 1-2 Place | | | | 13 + Place |
| Minnesota—Cont | | | | | | | | | | | | | | | | |
| Chisago | 62 | 35 | 24 | 1 | 1 | | | | | | | | | | | |
| Clay | 72 | 39 | 23 | 2 | 1 | | 1 | | | | | | 2 | | | |
| Clearwater | 19 | 13 | 6 | | | | | | | | | | | | | |
| Cook | 18 | 9 | 8 | | | | | | | | | | 1 | | | |
| Cottonwood | 17 | 10 | 6 | 1 | | | | | | | | | | | | |
| Crow Wing | 129 | 51 | 59 | 2 | 2 | | | | | | | | 10 | 4 | | |
| Dakota | 291 | 125 | 137 | 10 | 5 | | 1 | 1 | | | | | 5 | | | |
| Dodge | 14 | 6 | 5 | | | | | | | | 1 | | | | | |
| Douglas | 59 | 27 | 26 | 2 | 1 | | | | | | | | | 2 | | |
| Fairbault | 41 | 20 | 20 | | 1 | | | | | | | | | | | |
| Fillmore | 36 | 12 | 18 | | | | | | | | | | | | | |
| Freeborn | 48 | 13 | 23 | 5 | | | | 1 | | | 1 | | 3 | | | |
| Goodhue | 47 | 20 | 21 | | | | | 1 | | | | | 1 | | | |
| Grant | 30 | 15 | 12 | 1 | | | | | | | | | 1 | | | |
| Hennepin | 1368 | 446 | 650 | 91 | 33 | | 2 | 25 | 3 | | 2 | 30 | 6 | 6 | 4 | |
| Houston | 12 | 3 | 9 | | | | | | | | | | | | | |
| Hubbard | 26 | 11 | 13 | 2 | | | | | | | | | | | | |
| Isanti | 38 | 12 | 24 | 1 | | | | | | | | | 1 | | | |
| Itasca | 93 | 37 | 54 | 1 | | | | | | | 1 | | | | | |
| Jackson | 5 | 5 | 4 | | | | | | | | | | | | | |
| Kanabec | 28 | 13 | 12 | 2 | 1 | | | | | | | | | | | |
| Kandiyohi | 48 | 15 | 27 | 3 | 2 | | | | | | | | 1 | | | |
| Kittson | 22 | 13 | 7 | 2 | | | | | | | | | | | | |
| Koochichin | 63 | 41 | 20 | 2 | | | | | | | | | | | | |
| Lac Qui Pa | 10 | 3 | 5 | | | | | | | | | | 1 | | | |
| Lake | 26 | 9 | 13 | 3 | 1 | | | | | | | | | | | |
| Lake Of The | 17 | 8 | 9 | | | | | | | | | | | | | |
| Le Sueur | 49 | 21 | 16 | | | | | | | | | | 10 | | | |
| Lincoln | 11 | 6 | 5 | | | | | | | | | | | | | |
| Lyon | 43 | 20 | 14 | 3 | 1 | | | 2 | | | | | 2 | | | |
| Mahnomen | 11 | 10 | 1 | | | | | | | | | | | | | |
| Marshall | 48 | 38 | 8 | | | | | | | | | | 2 | | | |
| Martin | 23 | 10 | 11 | 2 | | | | | | | | | | | | |
| McLeod | 55 | 33 | 19 | 3 | | | | | | | | | | | | |
| Meeker | 22 | 8 | 11 | 2 | 1 | | | | | | | | | | | |
| Millie Lacs | 36 | 17 | 17 | 1 | | | | 1 | | | | | | | | |
| Morrison | 44 | 21 | 22 | | | | | | | | | | 1 | | | |
| Mower | 40 | 13 | 19 | 2 | 1 | | | | | | 2 | | 2 | | | |
| Murray | 9 | 1 | 7 | | | | | | | | | | | 1 | | |
| Nicollet | 16 | 2 | 7 | | | | | | | | | | 4 | 3 | | |
| Nobles | 27 | | 12 | 1 | | | | | | | | | | | | |
| Norman | 15 | 12 | 3 | | | | | | | | | | | | | |
| Olmsted | 77 | 31 | 38 | 1 | 3 | | | | | | | | 1 | 1 | | |
| Otter Tail | 75 | 39 | 31 | | | | | | | | | | | | | |
| Pennington | 47 | 26 | 15 | 3 | 2 | | | 1 | | | | | | | | |
| Pepesstone | 18 | 5 | 11 | 1 | | | | | | | 2 | | | | | |
| Pine | 41 | 18 | 19 | 1 | 1 | | | | | | | | 2 | | | |
| Polk | 52 | 36 | 27 | 1 | 2 | | 1 | | | | | | | | | |
| Pope | 27 | 16 | 9 | 1 | 2 | | | | | | | | | | | |
| Ramsey | 671 | 270 | 314 | 39 | 17 | | | 2 | 6 | | 2 | 6 | 1 | 10 | 2 | 45 |
| Red Lake | 8 | 5 | 3 | | | | | | | | | | | | | |
| Redwood | 37 | 28 | 8 | 1 | | | | | | | | | | | | |
| Renville | 42 | 24 | 11 | 1 | | | | | | | | | 5 | | | |
| Rice | 71 | 43 | 28 | 1 | 1 | | | 1 | | | | | 1 | | | |
| Rock | 14 | 5 | 7 | 1 | | | | | | | | | | | | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|----|-----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | 1-12 Place | | 13 + Place | | | | | |
| Minnesota—Cont. | | | | | | | | | | | | | | | | | |
| Roseau..... | 65 | 34 | 21 | 1 | 1 | — | — | 3 | 1 | — | — | 1 | — | — | 2 | 1 | — |
| Scott..... | 125 | 50 | 66 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Sherburne..... | 52 | 16 | 28 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | 4 | — | — |
| Sibley..... | 8 | 1 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| St. Louis..... | 354 | 154 | 176 | 9 | 8 | — | — | 2 | — | — | — | — | — | — | 1 | 3 | 1 |
| Stearns..... | 95 | 47 | 39 | 2 | — | — | — | — | — | — | — | — | — | — | 5 | — | 2 |
| Steele..... | 45 | 19 | 11 | 1 | — | — | 1 | — | — | — | — | — | — | — | 11 | 2 | — |
| Stevens..... | 15 | 5 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Swift..... | 31 | 16 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Todd..... | 25 | 12 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Traverse..... | 16 | 7 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wabasha..... | 18 | 9 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Wadena..... | 18 | 11 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Waseca..... | 20 | 8 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Washington..... | 188 | 64 | 85 | 10 | — | — | — | — | — | — | — | — | — | — | 2 | 1 | 26 |
| Watsonwan..... | 16 | 9 | 5 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Wilkin..... | 15 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Winona..... | 42 | 21 | 12 | 5 | — | — | — | — | — | — | 2 | — | — | — | 2 | — | — |
| Wright..... | 105 | 40 | 56 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Yellow Med..... | 29 | 18 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 7 | — | 5 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 6179 | 2484 | 2816 | 287 | 120 | — | 6 | 54 | 10 | — | 4 | 41 | 12 | 7 | 126 | 27 | 185 |
| Mississippi | | | | | | | | | | | | | | | | | |
| Adams..... | 40 | 15 | 8 | 6 | 3 | — | — | 1 | — | — | — | — | — | — | — | — | 7 |
| Alcorn..... | 17 | 3 | 9 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Amite..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Attala..... | 10 | 6 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Benton..... | 2 | — | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bolivar..... | 118 | 90 | 21 | 3 | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — |
| Calhoun..... | 23 | 11 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | 3 | — | — |
| Chickasaw..... | 27 | 9 | 13 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | 1 |
| Choctaw..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Claiborne..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Clarke..... | 7 | 4 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clay..... | 6 | 1 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Coahoma..... | 45 | 15 | 19 | 2 | 1 | — | 5 | 3 | — | — | — | — | — | — | — | — | — |
| Copiah..... | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Covington..... | 6 | — | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Desoto..... | 112 | 47 | 44 | 10 | 1 | — | — | 4 | — | — | — | — | — | — | 2 | — | 4 |
| Forrest..... | 62 | 20 | 21 | 5 | 3 | — | — | 4 | — | — | 2 | — | — | — | 1 | 1 | 5 |
| Franklin..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| George..... | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Greene..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grenada..... | 33 | 13 | 18 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hancock..... | 39 | 15 | 14 | — | 4 | — | — | — | — | — | — | — | — | — | 2 | — | 4 |
| Harrison..... | 97 | 44 | 36 | 7 | 3 | — | — | 2 | — | — | 1 | — | — | — | 3 | — | 1 |
| Hinds..... | 264 | 70 | 117 | 29 | 10 | 1 | — | 17 | 7 | — | 6 | 1 | — | — | 5 | 3 | 3 |
| Holmes..... | 25 | 16 | 6 | — | — | — | — | — | — | — | — | — | — | — | 2 | — | 1 |
| Humphreys..... | 33 | 26 | 2 | 1 | — | — | 4 | — | — | — | — | — | — | — | — | — | — |
| Issaquena..... | 8 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Itawamba..... | 4 | — | 2 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Jackson..... | 67 | 18 | 37 | 6 | 3 | — | — | 1 | — | — | 2 | — | — | — | 2 | — | 3 |
| Jasper..... | 5 | 2 | 2 | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Mississippi—Cont. | | | | | | | | | | | | | | | | |
| Jefferson | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Jefferson | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Jones | 61 | 23 | 15 | 12 | 4 | — | — | 3 | — | — | — | 1 | — | 2 | 1 | |
| Kemper | 4 | 2 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | |
| Lafayette | 22 | 8 | 12 | — | — | — | — | 1 | — | — | — | — | — | — | 1 | |
| Lamar | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Lauderdale | 74 | 19 | 32 | 5 | 5 | — | — | 4 | — | — | — | 1 | — | 1 | 7 | |
| Lawrence | 8 | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Leake | 6 | 2 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Lee | 62 | 12 | 35 | 2 | 8 | — | 1 | 1 | — | — | — | — | — | 2 | 1 | |
| Leflore | 121 | 64 | 24 | 11 | 5 | — | 6 | 1 | — | — | — | 1 | — | 4 | 5 | |
| Lincoln | 13 | 1 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Lowndes | 51 | 21 | 14 | 8 | 1 | — | — | 1 | — | — | — | — | — | 2 | 4 | |
| Madison | 47 | 20 | 24 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | |
| Marion | 27 | 9 | 15 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — | |
| Marshall | 17 | 11 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Monroe | 24 | 12 | 9 | — | — | — | — | — | — | — | — | 3 | — | — | — | |
| Montgomery | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Neshoba | 8 | 3 | 2 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Newton | 14 | 4 | 8 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | |
| Noxubee | 6 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Oktibbeha | 45 | 17 | 12 | 3 | 3 | — | 1 | 3 | — | — | 1 | — | — | — | 5 | |
| Panola | 23 | 11 | 8 | 1 | — | — | 1 | 1 | — | — | — | — | — | 1 | — | |
| Pearl River | 38 | 16 | 19 | 3 | — | — | — | — | — | — | — | — | — | — | — | |
| Perry | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Pike | 20 | 7 | 9 | — | 1 | — | — | 1 | — | — | — | 1 | — | 1 | — | |
| Pontotoc | 17 | 12 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — | |
| Prentiss | 14 | 2 | 8 | 1 | — | — | — | 2 | — | — | — | — | — | 1 | — | |
| Quitman | 14 | 8 | 3 | 1 | — | — | 2 | — | — | — | — | — | — | — | — | |
| Rankin | 41 | 16 | 22 | 3 | — | — | — | — | — | — | — | — | — | — | — | |
| Scott | 13 | 4 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | 2 | |
| Sharkey | 26 | 19 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | — | 1 | |
| Simpson | 3 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Stone | 8 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Sunflower | 49 | 28 | 12 | 1 | 1 | — | 2 | — | — | — | — | 1 | — | — | 4 | |
| Tallahatch | 34 | 26 | 3 | — | — | — | — | 1 | — | — | — | — | — | 3 | 1 | |
| Tate | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Tippah | 7 | 2 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Tishomingo | 9 | 2 | 3 | 2 | — | — | — | — | — | — | — | — | — | 2 | — | |
| Tunica | 11 | 8 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| Union | 8 | 5 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Walsh | 14 | 9 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Warren | 29 | 9 | 14 | 3 | 2 | — | — | — | 1 | — | — | — | — | — | — | |
| Washington | 101 | 73 | 15 | 4 | 1 | — | 6 | 1 | — | — | — | — | — | — | 1 | |
| Wayne | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Webster | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Wilkinson | 5 | — | 3 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | |
| Winston | 8 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Yalobusha | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Yazoo | 31 | 24 | 3 | — | — | — | 3 | — | — | — | — | 1 | — | — | — | |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total | 2244 | 987 | 791 | 185 | 72 | 1 | 35 | 55 | 3 | — | 1 | 21 | 1 | 42 | 6 | 64 |
| Missouri | | | | | | | | | | | | | | | | |
| Adair | 38 | 8 | 20 | 3 | 4 | — | — | — | — | — | — | — | — | 5 | — | — |
| Andrew | 10 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | 2 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbopjet | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|---------------|--------|------------|----|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Missouri—Cont. | | | | | | | | | | | | | | | | | |
| Atchison..... | 19 | 13 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Audrain..... | 27 | 15 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Barry..... | 54 | 22 | 27 | 2 | 1 | — | — | 2 | — | — | — | — | — | — | — | — | |
| Barton..... | 12 | 4 | 7 | — | — | — | — | — | — | — | — | — | 1 | — | — | — | |
| Bates..... | 30 | 9 | 19 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Benton..... | 16 | 8 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bollinger..... | 9 | 6 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Boone..... | 112 | 38 | 47 | 9 | 4 | — | — | 3 | 1 | — | — | 1 | — | — | 1 | 8 | |
| Buchanan..... | 82 | 46 | 30 | — | 3 | — | — | 1 | — | — | — | 1 | — | — | — | 1 | |
| Butler..... | 30 | 11 | 15 | 2 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | |
| Caldwell..... | 16 | 7 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Callaway..... | 42 | 21 | 14 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 5 | |
| Camden..... | 46 | 6 | 33 | 6 | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| Cape Girar..... | 57 | 15 | 27 | 8 | 4 | — | — | 1 | — | — | — | — | — | 1 | — | 1 | |
| Carroll..... | 10 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Carter..... | 33 | 21 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Cass..... | 92 | 33 | 52 | 4 | 1 | — | — | — | — | — | — | — | — | 1 | 1 | — | |
| Cedar..... | 20 | 11 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Chariton..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Christian..... | 31 | 15 | 12 | — | — | — | — | — | — | — | — | — | — | 1 | — | 3 | |
| Clark..... | 8 | 3 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Clay..... | 112 | 41 | 57 | 3 | 3 | — | — | — | — | — | — | — | — | 5 | — | 3 | |
| Clinton..... | 40 | 21 | 15 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Cole..... | 73 | 14 | 39 | 5 | 4 | — | — | 3 | 1 | — | — | 1 | — | 1 | 2 | 3 | |
| Cooper..... | 21 | 10 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Crawford..... | 14 | 1 | 11 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Dade..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Dallas..... | 17 | 9 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Daviess..... | 9 | 2 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| De Kalb..... | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Dent..... | 15 | 7 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Douglas..... | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Dunklin..... | 68 | 33 | 25 | 4 | 5 | — | — | — | — | — | — | — | — | 1 | — | — | |
| Franklin..... | 102 | 39 | 49 | 6 | 2 | — | — | — | — | — | — | — | — | 2 | — | 4 | |
| Gasconade..... | 13 | 4 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Gentry..... | 6 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Greene..... | 210 | 68 | 90 | 15 | 9 | — | — | 4 | — | — | 1 | 1 | — | 11 | 4 | 7 | |
| Grundy..... | 10 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Harrison..... | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Henry..... | 53 | 13 | 21 | 9 | 9 | — | — | — | — | — | — | — | — | — | — | 1 | |
| Hickory..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Holt..... | 12 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Howard..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Howell..... | 65 | 24 | 35 | 2 | — | — | — | — | — | — | — | — | — | — | 3 | 1 | |
| Iron..... | 5 | 2 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Jackson..... | 865 | 305 | 411 | 48 | 19 | 1 | — | 3 | 3 | — | — | 23 | 6 | 3 | 15 | 27 | |
| Jasper..... | 154 | 96 | 41 | 11 | 4 | — | — | 1 | — | — | — | 1 | — | — | — | — | |
| Jefferson..... | 121 | 40 | 37 | 6 | 2 | — | — | 1 | — | — | — | — | — | 2 | — | 33 | |
| Johnson..... | 104 | 48 | 33 | 4 | 1 | — | — | — | — | — | 1 | 1 | — | 4 | — | 12 | |
| Knox..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Laclede..... | 36 | 10 | 17 | 1 | 1 | — | — | 6 | — | — | — | 1 | — | — | — | — | |
| Lafayette..... | 26 | 10 | 8 | — | — | — | — | 3 | 4 | — | — | 1 | — | — | — | — | |
| Lawrence..... | 10 | 4 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Lewis..... | 11 | 1 | 4 | 1 | — | — | — | 4 | 1 | — | — | — | — | — | — | — | |
| Lincoln..... | 13 | 8 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|------------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3 + Engine | | 2-Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | | 1-12 Place | 13 + Place | | | |
| Missouri—Cont. | | | | | | | | | | | | | | | |
| Linn | 18 | 7 | 9 | — | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Livingston | 34 | 11 | 18 | 3 | — | — | — | 1 | — | — | — | — | — | — | — |
| Macon | 15 | 4 | 11 | — | — | — | — | — | — | — | — | — | — | — | — |
| Madison | 10 | 4 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Maries | 28 | 6 | 10 | 5 | 7 | — | — | — | — | — | — | — | — | — | — |
| Marion | 21 | 9 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| McDonald | 17 | 8 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mercer | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Miller | 25 | 6 | 15 | 1 | 2 | — | — | — | — | — | — | — | — | 1 | — |
| Mississippi | 23 | 13 | 7 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Moniteau | 15 | 10 | 2 | — | 2 | — | — | — | — | — | — | — | — | 1 | — |
| Monroe | 17 | 7 | 7 | 1 | — | — | — | — | — | — | 1 | — | — | — | — |
| Montgomery | 12 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan | 27 | 9 | 17 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| New Madrid | 30 | 12 | 10 | 1 | — | — | 1 | 1 | 1 | — | 3 | — | — | — | 1 |
| Newton | 27 | 17 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Nodaway | 36 | 22 | 13 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Oregon | 12 | 5 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Osage | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ozark | 13 | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Pemiscot | 62 | 45 | 8 | 4 | — | — | 5 | — | — | — | — | — | — | — | — |
| Perry | 14 | 8 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Pettis | 28 | 15 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Phelps | 53 | 16 | 31 | 2 | — | — | — | — | — | — | 1 | — | — | — | 2 |
| Pike | 16 | 5 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Platte | 19 | 8 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Polk | 23 | 10 | 11 | 1 | — | — | — | — | — | — | 1 | — | — | — | — |
| Pulaski | 23 | 9 | 11 | 2 | — | — | — | — | — | — | — | — | — | 1 | — |
| Putnam | 5 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Rails | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Randolph | 26 | 9 | 12 | 1 | — | — | — | 2 | — | — | — | — | — | 1 | — |
| Ray | 38 | 12 | 22 | 3 | — | — | — | — | — | — | — | — | — | 1 | — |
| Reynolds | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ripley | 12 | 2 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Saline | 34 | 14 | 17 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Schuyler | 9 | 5 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Scotland | 11 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Scott | 48 | 17 | 26 | 4 | 1 | — | — | — | — | — | — | — | — | — | — |
| Shannon | 4 | — | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Shelby | 7 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| St Charles | 206 | 103 | 83 | 5 | 2 | — | — | — | 1 | — | — | — | — | 3 | 1 |
| St Clair | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| St Francois | 67 | 35 | 25 | 5 | 2 | — | — | — | — | — | — | — | — | — | — |
| St Louis | 407 | 106 | 160 | 28 | 14 | — | — | 9 | — | 1 | 34 | 2 | 1 | 12 | 9 |
| St Louis | 597 | 161 | 229 | 41 | 18 | — | — | 8 | 5 | — | 19 | 12 | 4 | 11 | 31 |
| Ste Genevi | 13 | 4 | 6 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| Stoddard | 48 | 24 | 17 | 3 | 1 | — | 1 | — | — | — | — | — | — | — | — |
| Stone | 21 | 6 | 12 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Sullivan | 15 | 5 | 6 | — | 1 | — | — | 1 | — | — | 1 | — | — | 1 | — |
| Taney | 61 | 18 | 28 | 5 | 2 | — | — | 1 | — | 1 | 1 | — | — | 3 | 1 |
| Texas | 35 | 10 | 22 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Vernon | 20 | 7 | 10 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Warren | 16 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Washington | 18 | 13 | 3 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| Wayne | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Missouri—Cont. | | | | | | | | | | | | | | | | | |
| Webster | 39 | 11 | 25 | — | — | — | — | — | — | — | — | — | — | — | 1 | 2 | |
| Worth | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Wright | 31 | 19 | 10 | — | — | — | — | — | — | — | — | — | — | 2 | — | — | |
| State Total | 5475 | 2065 | 2382 | 301 | 136 | 1 | 8 | 58 | 17 | — | 4 | 92 | 20 | 9 | 97 | 58 | |
| Montana | | | | | | | | | | | | | | | | | |
| Beaverhead | 36 | 14 | 20 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| Big Horn | 32 | 17 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Blaine | 51 | 23 | 28 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Broadwater | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Carbon | 33 | 10 | 18 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — | — | |
| Carter | 34 | 27 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Cascade | 124 | 40 | 56 | 12 | 4 | — | — | 1 | — | — | — | 2 | — | 6 | 2 | — | |
| Chouteau | 62 | 34 | 25 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Custer | 47 | 33 | 13 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Daniels | 17 | 10 | 3 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Dawson | 45 | 17 | 22 | 1 | 3 | 1 | — | 1 | — | — | — | — | — | — | — | — | |
| Deer Lodge | 8 | 3 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Fallon | 33 | 16 | 15 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Fergus | 76 | 43 | 27 | 2 | — | — | — | — | — | — | — | — | — | 2 | 2 | — | |
| Flathead | 199 | 63 | 101 | 19 | 1 | — | — | 3 | — | — | — | 2 | — | 3 | 3 | — | |
| Gallatin | 155 | 62 | 68 | 3 | 2 | — | — | — | 1 | — | — | 1 | — | 4 | 3 | 1 | |
| Garfield | 12 | 7 | 4 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Glacier | 42 | 10 | 24 | 3 | — | — | — | 1 | — | — | — | — | — | 3 | 1 | — | |
| Golden Val | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Granite | 7 | 2 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Hill | 64 | 21 | 39 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — | — | |
| Jefferson | 22 | 12 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Judith Bas | 14 | 10 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Lake | 50 | 14 | 33 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Lewis And | 137 | 46 | 61 | 7 | 3 | 1 | — | 3 | — | 2 | 2 | 2 | — | 5 | 7 | — | |
| Liberty | 20 | 9 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Lincoln | 42 | 16 | 17 | 3 | — | — | — | 1 | — | 1 | — | — | — | 1 | 1 | — | |
| Madison | 35 | 9 | 22 | 1 | — | — | — | — | — | — | 2 | — | — | 1 | — | — | |
| McCone | 15 | 10 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Meagher | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Mineral | 8 | 3 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Missoula | 148 | 47 | 69 | 6 | 4 | — | 1 | 6 | — | — | 4 | 1 | — | 3 | 4 | — | |
| Mussetshel | 16 | 10 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Park | 39 | 14 | 17 | 4 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | |
| Petroleum | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Phillips | 32 | 19 | 12 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Pondera | 33 | 22 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | — | |
| Powder Riv | 34 | 22 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Powell | 17 | 8 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | 2 | — | |
| Prairie | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Ravalli | 121 | 34 | 68 | 4 | 1 | — | — | — | — | — | — | — | — | 1 | 13 | — | |
| Richland | 46 | 21 | 19 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Roosevelt | 57 | 30 | 22 | 3 | — | — | — | — | — | — | — | — | — | 2 | — | — | |
| Rosebud | 61 | 28 | 31 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Sanders | 28 | 15 | 13 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sheridan | 43 | 22 | 14 | — | — | — | — | — | — | — | — | — | — | 3 | — | — | |
| Silver Bow | 32 | 14 | 16 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Stillwater | 18 | 11 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sweet Gras | 14 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Teton | 23 | 10 | 11 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | |

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| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|---------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | |
| Montana—Cont. | | | | | | | | | | | | | | | |
| Toole..... | 27 | 13 | 13 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Treasure..... | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Valley..... | 87 | 51 | 32 | 2 | — | — | — | 1 | — | — | — | — | — | — | — |
| Wheatland..... | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wibaux..... | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Yellowston..... | 334 | 85 | 144 | 26 | 35 | 1 | — | 13 | 4 | — | 4 | — | 7 | 7 | 8 |
| State Total..... | 2667 | 1080 | 1198 | 124 | 63 | 3 | 1 | 34 | 5 | — | 3 | 18 | 1 | 49 | 48 |
| Nebraska | | | | | | | | | | | | | | | |
| Adams..... | 56 | 20 | 23 | 5 | 2 | — | 2 | — | — | — | — | — | 2 | — | 2 |
| Antelope..... | 30 | 20 | 7 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Arthur..... | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Blaine..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Boone..... | 11 | 5 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Box Butte..... | 39 | 11 | 26 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Boyd..... | 12 | 5 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Brown..... | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Buffalo..... | 51 | 25 | 18 | 1 | 3 | — | — | 1 | — | — | — | — | — | 1 | 2 |
| Burt..... | 14 | 6 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Butler..... | 14 | 9 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cass..... | 23 | 12 | 7 | 2 | — | — | — | 1 | — | — | — | — | — | — | 1 |
| Cedar..... | 19 | 10 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Chase..... | 19 | 9 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Cherry..... | 38 | 23 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Cheyenne..... | 30 | 12 | 12 | 4 | — | — | — | — | — | — | — | — | 2 | — | — |
| Clay..... | 16 | 13 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Colfax..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cuming..... | 14 | 7 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Custer..... | 34 | 11 | 14 | — | 1 | — | — | — | — | — | — | — | 1 | — | 7 |
| Dakota..... | 23 | 13 | 5 | 3 | — | — | — | 2 | — | — | — | — | — | — | — |
| Dawes..... | 18 | 9 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Dawson..... | 51 | 25 | 20 | 4 | 2 | — | — | — | — | — | — | — | — | — | — |
| Deuel..... | 8 | 5 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Dixon..... | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Dodge..... | 45 | 17 | 23 | — | — | — | — | 3 | — | — | — | — | — | — | 2 |
| Douglas..... | 382 | 132 | 155 | 20 | 17 | — | — | 12 | 1 | — | 9 | 6 | 2 | 6 | 27 |
| Dundy..... | 13 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Fillmore..... | 18 | 7 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Franklin..... | 13 | 9 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Frontier..... | 13 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Furnas..... | 20 | 11 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Gage..... | 42 | 24 | 14 | — | 1 | — | — | 1 | — | — | — | — | 1 | — | 1 |
| Garden..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Garfield..... | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Gosper..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 16 | 9 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Greeley..... | 26 | 20 | 5 | — | — | — | — | — | — | — | 1 | — | — | — | — |
| Hall..... | 53 | 13 | 20 | 1 | 8 | — | — | 1 | 7 | — | — | — | 1 | 1 | 1 |
| Hamilton..... | 16 | 10 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Harlan..... | 8 | 5 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Hayes..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hitchcock..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Holt..... | 46 | 19 | 23 | 3 | 1 | — | — | — | — | — | — | — | — | — | — |
| Hooker..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Howard..... | 9 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson..... | 14 | 7 | 4 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbosjet | | | Rotorcraft | | Other |
|-----------------------|-------------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|--------------|----------|------------|-----------|-------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Nebraska—Cont. | | | | | | | | | | | | | | | | |
| Johnson..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kearney..... | 18 | 9 | 8 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Keith..... | 14 | 6 | 7 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Keya Paha..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kimball..... | 10 | 6 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Knox..... | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lancaster..... | 214 | 59 | 93 | 15 | 7 | — | — | 13 | 1 | 2 | — | 12 | — | 2 | 2 | 1 7 |
| Lincoln..... | 65 | 28 | 35 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Logan..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Madison..... | 63 | 34 | 22 | 4 | — | — | — | 1 | — | — | — | — | — | 2 | — | — |
| Mcpherson..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Merrick..... | 7 | 4 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Murrill..... | 12 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Nance..... | 10 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Nemaha..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Nuckolls..... | 15 | 10 | 4 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Otoe..... | 21 | 7 | 11 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Pawnee..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Perkins..... | 27 | 11 | 14 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Phelps..... | 32 | 19 | 13 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pierce..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Platte..... | 50 | 16 | 25 | 2 | 6 | — | — | 1 | — | — | — | — | — | — | — | — |
| Polk..... | 12 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Redwillow..... | 56 | 25 | 24 | 1 | 2 | — | — | — | — | — | — | — | — | 1 | — | 3 |
| Richardson..... | 14 | 4 | 7 | — | 1 | — | — | — | — | — | — | — | — | — | — | 2 |
| Rock..... | 9 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Saline..... | 25 | 9 | 7 | — | 8 | — | — | — | — | — | — | 1 | — | — | — | — |
| Sarpy..... | 75 | 27 | 34 | 4 | 3 | — | — | 1 | — | — | — | — | — | 2 | — | 4 |
| Saunders..... | 30 | 8 | 7 | 1 | — | — | — | — | — | — | — | — | — | 12 | 1 | 1 |
| Scotts Blu..... | 43 | 13 | 23 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | 3 |
| Seward..... | 25 | 12 | 11 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Sheridan..... | 34 | 12 | 15 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Sherman..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sioux..... | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Thayer..... | 12 | 6 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Thomas..... | 8 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Thurston..... | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Valley..... | 14 | 9 | 3 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Washington..... | 23 | 6 | 13 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Wayne..... | 10 | 4 | 4 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Webster..... | 6 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wheeler..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| York..... | 37 | 18 | 18 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| State Total | 2351 | 1008 | 972 | 100 | 69 | — | 3 | 41 | 9 | 2 | — | 23 | 6 | 4 | 42 | 7 65 |
| Nevada | | | | | | | | | | | | | | | | |
| Carson Cit..... | 191 | 51 | 77 | 23 | 14 | — | 1 | 4 | — | — | — | 4 | 1 | — | 6 | — 10 |
| Churchill..... | 82 | 22 | 47 | 3 | 2 | — | — | — | — | — | — | — | — | 3 | — | 5 |
| Clark..... | 1242 | 262 | 545 | 75 | 102 | 1 | 1 | 34 | 13 | 3 | 2 | 45 | 11 | 6 | 49 | 43 50 |
| Douglas..... | 215 | 42 | 101 | 16 | 5 | — | — | 1 | — | — | — | 2 | — | — | 5 | 2 4 |
| Elko..... | 99 | 20 | 67 | 7 | — | — | — | 1 | — | — | — | — | — | — | — | 4 |
| Esmeralda..... | 8 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Eureka..... | 5 | — | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Humboldt..... | 52 | 18 | 31 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lander..... | 25 | 10 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lincoln..... | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|---------------|-------|-------|-----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | |
| Nevada—Cont. | | | | | | | | | | | | | | | | |
| Lyon..... | 95 | 39 | 49 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Mineral..... | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Nye..... | 71 | 24 | 41 | 4 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Ormsby..... | 48 | 16 | 21 | 8 | 2 | — | — | — | — | — | — | 1 | — | — | — | — |
| Pershing..... | 18 | 8 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Washoe..... | 818 | 179 | 367 | 72 | 36 | 3 | 1 | 18 | 9 | — | 7 | 11 | 1 | 16 | 33 | 6 |
| White Pine..... | 19 | 7 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 3003 | 705 | 1396 | 221 | 162 | 4 | 3 | 58 | 22 | 3 | 9 | 63 | 13 | 6 | 90 | 176 |
| New Hampshire | | | | | | | | | | | | | | | | |
| Belknap..... | 130 | 38 | 70 | 11 | 4 | — | — | 1 | — | — | — | — | — | 1 | 2 | — |
| Carroll..... | 133 | 34 | 81 | 10 | 1 | — | — | — | — | — | — | — | — | 3 | 1 | — |
| Cheshire..... | 127 | 35 | 71 | 8 | 3 | — | — | — | 1 | — | — | 1 | — | 1 | — | 2 |
| Cos. | 62 | 29 | 27 | 3 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Grafton..... | 147 | 42 | 58 | 19 | 3 | 2 | — | 3 | — | — | — | — | — | 8 | 5 | — |
| Hillsboro..... | 602 | 173 | 306 | 38 | 20 | — | — | 8 | 1 | — | 4 | 4 | — | 7 | 3 | 3 |
| Merrimack..... | 143 | 38 | 74 | 9 | 2 | — | — | 4 | — | — | — | 2 | — | 4 | 7 | — |
| Rockingham..... | 451 | 156 | 201 | 23 | 14 | — | — | 5 | — | — | — | 1 | 4 | 10 | 8 | 2 |
| Strafford..... | 112 | 51 | 43 | 5 | 2 | — | — | 1 | 1 | — | — | — | — | 1 | 4 | — |
| Sullivan..... | 68 | 16 | 33 | 5 | — | — | — | 1 | — | — | — | 1 | — | 8 | 2 | — |
| State Total | 1975 | 612 | 964 | 131 | 50 | 2 | — | 23 | 3 | — | 4 | 9 | 4 | 4 | 42 | 35 |
| New Jersey | | | | | | | | | | | | | | | | |
| Atlantic..... | 122 | 55 | 51 | 4 | 1 | — | — | 2 | 1 | — | — | 2 | — | 4 | — | — |
| Bergen..... | 559 | 116 | 233 | 48 | 45 | — | 4 | 14 | 9 | 4 | — | 16 | 17 | 11 | 7 | 18 |
| Burlington..... | 337 | 122 | 144 | 31 | 4 | — | — | 3 | — | — | — | 3 | 1 | 6 | 2 | — |
| Camden..... | 215 | 63 | 120 | 14 | 2 | — | — | — | 1 | — | — | — | — | 2 | 1 | — |
| Cape May..... | 136 | 61 | 65 | 5 | 1 | — | — | — | — | — | — | — | — | 4 | — | — |
| Cumberland..... | 133 | 44 | 65 | 8 | 2 | — | — | — | — | — | — | 1 | — | 8 | 1 | — |
| Essex..... | 175 | 40 | 83 | 16 | 2 | — | — | 2 | — | — | — | 4 | 10 | 1 | 4 | 6 |
| Gloucester..... | 174 | 75 | 88 | 7 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Hudson..... | 61 | 14 | 28 | 12 | 1 | — | — | — | — | — | — | 1 | — | — | 4 | — |
| Hunterdon..... | 239 | 79 | 105 | 11 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Mercer..... | 282 | 74 | 115 | 15 | 4 | — | — | 4 | 1 | — | — | 8 | 1 | 3 | 15 | 16 |
| Middlesex..... | 230 | 58 | 129 | 10 | 2 | — | — | 3 | — | — | — | 1 | 1 | 5 | 4 | — |
| Monmouth..... | 390 | 124 | 190 | 18 | 10 | — | — | 2 | 1 | — | — | — | 1 | 4 | 10 | — |
| Morris..... | 375 | 92 | 192 | 29 | 8 | — | — | 1 | — | — | — | 4 | 6 | 7 | 4 | 12 |
| Ocean..... | 181 | 75 | 80 | 10 | 4 | — | — | 1 | — | — | — | — | — | 4 | 2 | — |
| Passaic..... | 167 | 47 | 80 | 16 | 1 | — | — | 1 | — | — | — | 2 | 1 | 4 | — | — |
| Salem..... | 52 | 25 | 24 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Somerset..... | 235 | 74 | 108 | 19 | 5 | — | — | 2 | — | — | — | — | 1 | 3 | 1 | — |
| Sussex..... | 196 | 87 | 93 | 9 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Union..... | 207 | 47 | 110 | 15 | 3 | — | — | 1 | 1 | 2 | — | 3 | 1 | 3 | 4 | — |
| Warren..... | 166 | 53 | 74 | 4 | — | — | — | — | — | — | — | — | — | 7 | 4 | — |
| State Total | 4632 | 1425 | 2177 | 303 | 98 | — | 4 | 36 | 14 | 8 | — | 45 | 40 | 22 | 89 | 85 |
| New Mexico | | | | | | | | | | | | | | | | |
| Bernalillo..... | 920 | 153 | 336 | 38 | 31 | — | — | 15 | 3 | — | — | 3 | 2 | — | 9 | 10 |
| Catron..... | 9 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Chaves..... | 113 | 25 | 48 | 10 | 14 | — | — | 5 | 1 | — | — | 2 | — | 1 | 1 | — |
| Coffax..... | 34 | 4 | 18 | 2 | 5 | — | — | 1 | — | — | 1 | 1 | — | — | — | — |
| Curry..... | 103 | 24 | 53 | 12 | 5 | — | 3 | 1 | — | — | — | — | — | — | 4 | — |
| De Baca..... | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dona Ana..... | 300 | 93 | 137 | 20 | 11 | — | — | 7 | — | — | 7 | 2 | — | 2 | 2 | — |
| Eddy..... | 72 | 17 | 30 | 13 | 2 | — | — | 3 | — | — | — | — | — | 2 | 1 | — |
| Grant..... | 55 | 13 | 23 | 7 | 8 | — | — | 1 | — | — | 1 | 1 | — | — | — | — |
| Guadalupe..... | 4 | — | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |

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|------------------|-------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single-Engine | Multi-Engine | | Single-Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| New Mexico—Cont. | | | | | | | | | | | | | | | |
| Harding..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hidalgo..... | 28 | 19 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lea..... | 141 | 31 | 70 | 14 | 4 | — | — | 4 | — | — | — | — | 1 | — | 17 |
| Lincoln..... | 78 | 14 | 44 | 7 | 1 | — | — | 5 | 1 | — | — | 2 | 1 | — | 3 |
| Los Alamos..... | 67 | 14 | 45 | 2 | 1 | — | — | — | — | — | — | — | — | — | 5 |
| Luna..... | 67 | 28 | 36 | 1 | — | — | — | — | — | — | — | — | — | — | 2 |
| McKinley..... | 65 | 6 | 36 | 5 | 5 | — | — | — | — | — | — | — | 1 | — | 12 |
| Mora..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Otero..... | 104 | 16 | 56 | 12 | 4 | — | — | 2 | — | — | — | — | 1 | — | 13 |
| Quay..... | 43 | 21 | 17 | 1 | — | — | — | — | — | — | — | — | 3 | 1 | — |
| Rio Arriba..... | 32 | 4 | 18 | 3 | 1 | — | — | 2 | — | — | — | 1 | — | 1 | 2 |
| Roosevelt..... | 30 | 8 | 17 | 3 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| San Juan..... | 137 | 44 | 68 | 8 | 3 | — | — | 4 | — | — | — | 1 | 1 | — | 8 |
| San Miguel..... | 59 | 4 | 13 | 12 | 12 | — | — | 11 | 2 | — | 1 | 4 | — | — | — |
| Sandoval..... | 29 | 7 | 9 | 2 | 1 | — | — | — | — | — | — | — | — | — | 10 |
| Santa Fe..... | 160 | 34 | 76 | 11 | 9 | 3 | 1 | 6 | 1 | — | — | 3 | 3 | 2 | 11 |
| Sierra..... | 27 | 11 | 14 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Socorro..... | 26 | 4 | 16 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | 2 |
| Taos..... | 31 | 3 | 21 | 3 | 2 | — | — | — | — | — | — | — | — | — | 2 |
| Torrance..... | 14 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Union..... | 10 | 1 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Valencia..... | 77 | 18 | 38 | 9 | 2 | — | — | — | — | — | — | — | 1 | — | 9 |
| State Total..... | 2845 | 632 | 1275 | 199 | 123 | 3 | 4 | 88 | 8 | — | 10 | 18 | 4 | 1 | 448 |
| New York | | | | | | | | | | | | | | | |
| Albany..... | 180 | 58 | 85 | 8 | 4 | — | — | 4 | 4 | — | — | 1 | — | 2 | 11 |
| Allegany..... | 32 | 10 | 9 | 3 | 2 | — | — | — | — | — | — | — | 1 | — | 7 |
| Bronx..... | 37 | 6 | 17 | 7 | 1 | — | — | 1 | — | — | — | — | 2 | — | 3 |
| Broome..... | 151 | 50 | 50 | 8 | 3 | — | — | 5 | — | — | — | 1 | 1 | — | 32 |
| Cattaraugus..... | 48 | 22 | 21 | 1 | — | — | — | — | — | — | — | — | 1 | — | 3 |
| Cayuga..... | 53 | 25 | 21 | 3 | 2 | — | — | — | — | — | — | — | — | — | 2 |
| Chautauque..... | 130 | 55 | 42 | 10 | 2 | — | — | 5 | 1 | — | — | — | 5 | 1 | 9 |
| Chemung..... | 93 | 30 | 20 | 5 | — | — | — | 1 | — | — | — | 1 | — | 5 | 30 |
| Chenango..... | 34 | 14 | 15 | 2 | — | — | — | — | — | — | — | — | — | 1 | 2 |
| Clinton..... | 63 | 28 | 26 | 2 | 2 | — | — | 2 | 1 | — | — | — | 1 | — | 1 |
| Columbia..... | 99 | 41 | 35 | 3 | 2 | — | — | 3 | 6 | — | — | 1 | 1 | — | 6 |
| Cortland..... | 48 | 16 | 24 | 3 | 1 | — | — | 1 | — | — | — | — | 2 | — | 1 |
| Delaware..... | 48 | 22 | 19 | 2 | 1 | 1 | — | — | — | — | — | — | 2 | — | 1 |
| Dutchess..... | 295 | 122 | 138 | 9 | 6 | — | — | — | — | — | — | 7 | — | 1 | 10 |
| Erie..... | 451 | 178 | 179 | 24 | 11 | — | — | 5 | 16 | — | — | 2 | 1 | 7 | 27 |
| Essex..... | 49 | 21 | 22 | 2 | — | — | — | — | — | — | — | — | — | 3 | 1 |
| Franklin..... | 55 | 28 | 24 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Fulton..... | 34 | 14 | 19 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Genesee..... | 63 | 28 | 23 | 2 | 2 | — | — | 1 | — | — | — | 1 | — | 5 | 1 |
| Greene..... | 48 | 25 | 20 | 1 | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Hamilton..... | 29 | 12 | 15 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Herkimer..... | 42 | 15 | 15 | — | 2 | — | — | 1 | — | — | — | — | 3 | 4 | 2 |
| Jefferson..... | 78 | 38 | 31 | 6 | 1 | — | — | — | — | — | — | — | 2 | — | — |
| Kings..... | 102 | 26 | 44 | 16 | 3 | — | — | — | — | — | — | 1 | — | 3 | 5 |
| Lewis..... | 18 | 6 | 7 | 5 | — | — | — | — | — | — | — | — | — | — | — |
| Livingston..... | 85 | 36 | 32 | 2 | 2 | 1 | — | 1 | 1 | — | — | — | — | — | 10 |
| Madison..... | 39 | 20 | 15 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Monroe..... | 372 | 134 | 171 | 18 | 4 | — | — | 7 | — | — | — | 1 | 3 | 4 | 30 |
| Montgomery..... | 51 | 24 | 20 | 1 | 1 | — | — | 1 | — | — | — | 2 | — | — | 2 |
| Nassau..... | 451 | 107 | 223 | 36 | 19 | — | 1 | 5 | 3 | — | 1 | 3 | 3 | 9 | 23 |
| New York..... | 709 | 113 | 207 | 54 | 25 | 1 | 4 | 23 | 9 | — | — | 41 | 76 | 14 | 112 |

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| State and County | Total | Piston | | | | | Turboprop | | | | Turboprop | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-2 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| New York—Cont. | | | | | | | | | | | | | | | | | |
| Niagara..... | 175 | 74 | 67 | 5 | 1 | — | — | 2 | — | — | — | 1 | — | — | 5 | 5 | 15 |
| Oneida..... | 246 | 106 | 86 | 13 | 8 | — | — | — | 4 | — | — | 2 | — | — | 14 | 2 | 11 |
| Onondaga..... | 293 | 111 | 105 | 15 | 8 | — | — | 8 | 1 | — | — | 2 | — | 1 | 12 | 2 | 28 |
| Ontario..... | 70 | 36 | 27 | 4 | — | — | — | — | — | — | — | 1 | — | — | 1 | — | 1 |
| Orange..... | 243 | 96 | 107 | 9 | 1 | — | — | 1 | — | — | — | 1 | 4 | — | 6 | 3 | 15 |
| Orleans..... | 54 | 30 | 19 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Oswego..... | 104 | 58 | 38 | 2 | 2 | — | — | — | — | — | — | — | — | — | 3 | — | 1 |
| Otsego..... | 56 | 19 | 25 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | 8 |
| Putnam..... | 73 | 19 | 47 | 3 | 2 | — | — | — | — | — | — | — | — | — | 1 | 1 | — |
| Queens..... | 186 | 61 | 79 | 19 | 10 | — | — | 1 | 1 | — | — | 3 | 1 | — | 5 | 1 | 5 |
| Rensselaer..... | 92 | 35 | 43 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | 7 |
| Richmond..... | 46 | 13 | 24 | 3 | 2 | — | — | — | — | — | — | — | — | — | 3 | — | 1 |
| Rockland..... | 104 | 39 | 49 | 7 | 2 | — | — | — | — | — | — | — | — | — | 1 | 4 | 2 |
| Saratoga..... | 155 | 71 | 60 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | 17 |
| Schenectad..... | 147 | 59 | 63 | 3 | 3 | — | — | 5 | — | — | — | — | 1 | — | 1 | — | 12 |
| Schoharie..... | 21 | 12 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Schuyler..... | 10 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Seneca..... | 24 | 14 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| St Lawrenc..... | 56 | 28 | 22 | 1 | 1 | — | — | — | — | — | — | — | — | — | 3 | — | 1 |
| Steuben..... | 104 | 25 | 50 | 6 | 1 | — | — | 1 | 1 | — | — | — | 2 | — | 11 | 2 | 5 |
| Suffolk..... | 895 | 301 | 410 | 64 | 27 | — | 1 | 9 | 1 | 2 | — | 8 | 3 | — | 29 | 11 | 29 |
| Sullivan..... | 98 | 38 | 32 | 6 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | 18 |
| Tioga..... | 53 | 20 | 14 | — | — | — | — | — | — | — | — | — | — | — | 2 | — | 17 |
| Tompkins..... | 73 | 24 | 33 | 3 | — | — | — | 1 | — | — | — | 1 | — | — | — | — | 6 |
| Ulster..... | 146 | 56 | 67 | 9 | — | — | 1 | 1 | — | — | — | — | — | — | 6 | 1 | 5 |
| Warren..... | 69 | 27 | 33 | — | — | — | — | — | — | — | — | 1 | 1 | — | — | — | 7 |
| Washington..... | 70 | 39 | 24 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | — | 4 |
| Wayne..... | 113 | 55 | 47 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | 9 |
| Westcheste..... | 449 | 59 | 234 | 34 | 10 | — | — | 11 | 4 | — | — | 13 | 38 | 9 | 5 | 20 | 12 |
| Wyoming..... | 35 | 23 | 10 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Yates..... | 38 | 18 | 14 | 2 | — | — | — | 1 | — | — | — | 2 | — | — | — | 1 | — |
| State Total..... | 8285 | 2894 | 3444 | 467 | 182 | 3 | 7 | 107 | 53 | 2 | 1 | 89 | 143 | 24 | 183 | 214 | 472 |
| North Carolina | | | | | | | | | | | | | | | | | |
| Alamance..... | 90 | 29 | 38 | 3 | 1 | — | — | 3 | — | — | — | — | — | — | 1 | — | 15 |
| Alexander..... | 31 | 18 | 10 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Alleghany..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Anson..... | 9 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Ashe..... | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avery..... | 28 | 3 | 12 | 3 | 5 | — | — | 3 | — | — | — | — | — | — | 1 | — | 1 |
| Beaufort..... | 64 | 32 | 24 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | 1 | 1 | — |
| Bertie..... | 15 | 3 | 9 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Bladen..... | 21 | 13 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Brunswick..... | 42 | 13 | 22 | 1 | 2 | — | — | — | — | — | — | 1 | — | — | 1 | — | 2 |
| Buncombe..... | 136 | 37 | 50 | 14 | 4 | — | — | 2 | — | — | — | 5 | — | 2 | 3 | 3 | 16 |
| Burke..... | 58 | 29 | 19 | 5 | 2 | — | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Cabarrus..... | 124 | 51 | 57 | 6 | 2 | — | — | 6 | — | — | — | — | — | — | 1 | — | 1 |
| Cardwell..... | 51 | 26 | 20 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Camden..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Carteret..... | 83 | 23 | 47 | 6 | 2 | — | — | 1 | — | — | — | 1 | — | — | 1 | — | 2 |
| Caswell..... | 12 | 2 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Catawba..... | 119 | 26 | 48 | 17 | 9 | — | — | 8 | — | — | — | 7 | 1 | — | 1 | — | 2 |
| Chatham..... | 30 | 13 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | 6 | 1 | — |
| Cherokee..... | 41 | 5 | 21 | 5 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Chowan..... | 15 | 4 | 9 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Clay..... | 18 | 7 | 8 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| | | | | | | | | | | | | | | | | | |
| North Carolina— | | | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | | | |
| Cleveland..... | 73 | 27 | 36 | 4 | 1 | — | — | 1 | — | — | — | — | — | 2 | — | 2 | |
| Columbus..... | 28 | 9 | 14 | 2 | 1 | — | — | 1 | — | — | — | — | — | 1 | — | — | |
| Craven..... | 99 | 33 | 47 | 13 | 2 | — | — | 1 | — | — | 1 | — | — | 1 | — | 1 | |
| Cumberland..... | 171 | 67 | 87 | 7 | 1 | — | — | 2 | — | — | 4 | — | — | — | — | 3 | |
| Currituck..... | 7 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Dare..... | 51 | 15 | 26 | 5 | 2 | — | — | 1 | — | — | — | — | — | — | 2 | — | |
| Davidson..... | 98 | 37 | 52 | 3 | 2 | — | — | 3 | — | — | 1 | — | — | — | — | — | |
| Davie..... | 70 | 27 | 34 | 4 | 1 | — | — | — | — | — | — | 1 | — | — | — | — | |
| Duplin..... | 37 | 15 | 14 | 3 | — | — | — | 1 | — | — | 2 | — | — | — | 1 | 1 | |
| Durham..... | 121 | 39 | 49 | 9 | 2 | — | — | 3 | — | — | 5 | 6 | — | 6 | — | 2 | |
| Edgecombe..... | 44 | 16 | 13 | 3 | — | — | — | 4 | — | — | 2 | 1 | — | — | 2 | 3 | |
| Forsyth..... | 316 | 106 | 137 | 27 | 7 | — | — | 10 | 3 | — | 8 | 3 | 2 | 2 | — | 11 | |
| Franklin..... | 49 | 24 | 17 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | 3 | |
| Gaston..... | 72 | 22 | 33 | 7 | 2 | — | 1 | 1 | — | — | 2 | — | — | 4 | — | — | |
| Gates..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Graham..... | 7 | 2 | — | — | 2 | — | — | 1 | — | — | — | — | — | — | 2 | — | |
| Granville..... | 7 | — | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Greene..... | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Guilford..... | 407 | 114 | 177 | 37 | 14 | — | 5 | 15 | 3 | — | 12 | 3 | — | 1 | 3 | 23 | |
| Halifax..... | 41 | 18 | 13 | 5 | — | — | — | 3 | — | — | — | — | — | 2 | — | — | |
| Harnett..... | 50 | 21 | 20 | 5 | 1 | — | — | 1 | — | — | — | — | — | 2 | — | — | |
| Haywood..... | 30 | 9 | 17 | 2 | — | — | — | 1 | — | — | 1 | — | — | — | — | — | |
| Henderson..... | 87 | 30 | 41 | 6 | 6 | — | — | 1 | — | — | — | — | — | — | — | 3 | |
| Hertford..... | 7 | 4 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Hoke..... | 29 | 15 | 11 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Hyde..... | 8 | 3 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Iredell..... | 114 | 31 | 52 | 4 | 5 | — | — | 3 | — | — | — | — | — | 1 | 1 | 17 | |
| Jackson..... | 34 | 9 | 20 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | |
| Johnston..... | 51 | 19 | 24 | 1 | 2 | — | 1 | 2 | 1 | — | — | — | — | 1 | — | — | |
| Jones..... | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Lee..... | 35 | 15 | 12 | 6 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | |
| Lenoir..... | 60 | 24 | 27 | 4 | — | — | — | 2 | — | — | — | — | — | 1 | — | 2 | |
| Lincoln..... | 47 | 12 | 24 | 6 | 2 | — | — | — | 1 | — | 1 | — | — | — | 1 | — | |
| Macon..... | 33 | 7 | 20 | 1 | 1 | — | — | 4 | — | — | — | — | — | — | — | — | |
| Madison..... | 6 | 1 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Martin..... | 8 | 3 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| McDowell..... | 28 | 17 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Mecklenbur..... | 573 | 109 | 240 | 48 | 44 | — | 3 | 37 | 14 | — | 28 | 6 | 4 | 5 | 8 | 27 | |
| Mitchell..... | 8 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Montgomery..... | 17 | 6 | 5 | 1 | — | — | — | 1 | — | — | — | — | — | 4 | — | — | |
| Moore..... | 65 | 24 | 26 | 6 | — | — | — | 3 | — | — | 1 | — | — | 3 | — | 2 | |
| Nash..... | 9 | 3 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| New Hanove..... | 115 | 38 | 49 | 11 | 1 | — | — | 6 | 2 | 1 | 5 | — | — | — | — | 2 | |
| Northhampto..... | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Onslow..... | 70 | 29 | 38 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Orange..... | 84 | 22 | 41 | 12 | 1 | — | — | — | — | — | 1 | — | — | — | — | 7 | |
| Pamlico..... | 11 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Pasquotank..... | 33 | 9 | 17 | 4 | — | — | 2 | — | — | — | — | — | — | — | — | 1 | |
| Pender..... | 14 | 4 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Perquimans..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Person..... | 29 | 17 | 9 | 2 | — | — | — | — | — | — | 1 | — | — | — | — | — | |
| Pitt..... | 73 | 25 | 29 | 5 | 1 | — | — | 2 | — | — | — | — | — | 3 | 1 | 7 | |
| Polk..... | 21 | 7 | 10 | 1 | — | — | — | 2 | — | — | — | — | — | — | — | 1 | |
| Randolph..... | 94 | 41 | 39 | 8 | 2 | — | — | 1 | — | — | — | — | — | 2 | — | 1 | |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | | 13 + Place |
| North Carolina— | | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | | |
| Richmond..... | 13 | 7 | 3 | 1 | 1 | — | — | — | — | — | — | — | 1 | — | — | |
| Robeson..... | 74 | 29 | 27 | 11 | 4 | — | — | 1 | — | — | — | — | 2 | — | — | |
| Rockingham..... | 73 | 31 | 28 | 3 | 2 | — | — | — | 1 | — | 2 | — | 3 | 2 | 1 | |
| Rowan..... | 83 | 23 | 45 | 7 | — | — | — | 1 | — | — | — | — | 5 | — | 2 | |
| Rutherford..... | 32 | 10 | 12 | 3 | 2 | — | — | 1 | — | 1 | 1 | 1 | 1 | — | — | |
| Sampson..... | 40 | 21 | 14 | 1 | — | — | — | 2 | — | — | — | — | — | — | 2 | |
| Scotland..... | 13 | 7 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Stanly..... | 55 | 23 | 27 | 1 | 1 | — | — | 2 | — | — | — | — | — | — | 1 | |
| Stokes..... | 26 | 16 | 7 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Surry..... | 44 | 11 | 19 | 1 | 1 | — | — | 8 | — | — | — | — | 1 | — | 3 | |
| Swain..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Transylvan..... | 22 | 7 | 9 | 3 | — | — | — | 1 | — | — | — | — | — | — | 2 | |
| Tyrrell..... | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Union..... | 108 | 28 | 52 | 4 | 1 | — | — | 2 | — | — | — | — | 7 | 10 | 4 | |
| Vance..... | 15 | 4 | 5 | 4 | — | — | — | 1 | — | — | — | 1 | — | — | — | |
| Wake..... | 588 | 196 | 243 | 41 | 17 | — | 4 | 15 | — | — | 14 | 2 | 1 | 9 | 30 | |
| Warren..... | 6 | 1 | 3 | — | — | — | — | — | — | — | — | — | 2 | — | — | |
| Washington..... | 21 | 5 | 4 | 3 | 2 | — | — | 3 | — | — | — | — | — | 4 | — | |
| Watauga..... | 41 | 7 | 23 | 5 | 3 | — | — | 1 | 1 | — | — | — | — | — | 1 | |
| Wayne..... | 80 | 30 | 41 | 2 | 3 | — | — | 1 | — | — | — | — | 1 | — | 2 | |
| Wilkes..... | 50 | 18 | 15 | 3 | 2 | — | — | 8 | — | — | 3 | — | — | — | 1 | |
| Wilson..... | 32 | 7 | 17 | 5 | — | — | — | 3 | — | — | — | — | — | — | — | |
| Yadkin..... | 35 | 16 | 16 | 3 | — | — | — | — | — | — | — | — | — | — | — | |
| Yancey..... | 5 | — | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Unknown..... | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — | |
| State Total..... | 6033 | 1992 | 2645 | 455 | 190 | — | 16 | 192 | 26 | — | 3 | 108 | 24 | 11 | 95 | 216 |
| North Dakota | | | | | | | | | | | | | | | | |
| Adams..... | 29 | 18 | 9 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Barnes..... | 55 | 39 | 13 | — | 1 | — | — | 1 | — | — | — | — | 1 | — | — | — |
| Benson..... | 29 | 15 | 14 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Billings..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bottineau..... | 34 | 15 | 18 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Bowman..... | 30 | 12 | 6 | 11 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Burke..... | 14 | 9 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Burleigh..... | 97 | 15 | 57 | 8 | 7 | — | — | 1 | — | — | 1 | — | — | 3 | 5 | — |
| Cass..... | 280 | 129 | 108 | 13 | 8 | — | 1 | 9 | — | — | — | — | 4 | — | 8 | — |
| Cavalier..... | 16 | 7 | 8 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Dickey..... | 19 | 13 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Divide..... | 19 | 10 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Dunn..... | 8 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Eddy..... | 12 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Emmons..... | 11 | 3 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Foster..... | 8 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Golden Val..... | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grand Fork..... | 236 | 66 | 116 | 18 | 2 | — | — | 2 | — | 1 | 2 | — | 14 | 6 | 9 | — |
| Grant..... | 7 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Griggs..... | 12 | 6 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Heltinger..... | 8 | 5 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kidder..... | 11 | 3 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| La Moure..... | 17 | 9 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Logan..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| McHenry..... | 41 | 35 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| McIntosh..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| McKenzie..... | 27 | 13 | 13 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |

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BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other | |
|--------------------------|-------------|---------------|--------------|---------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----------|------------|-----------|-----------|-----------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1- 3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1- 6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| North Dakota— | | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | | |
| McLean | 56 | 29 | 24 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | |
| Mercer | 20 | 6 | 11 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | |
| Morton | 66 | 40 | 20 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | 1 | |
| Mountrail | 25 | 14 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Nelson | 20 | 12 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Oliver | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Pembina | 60 | 36 | 16 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | 3 | |
| Pierce | 10 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Ramsey | 32 | 16 | 13 | — | 3 | — | — | — | — | — | — | — | — | — | — | |
| Ransom | 17 | 8 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Renville | 13 | 10 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Richland | 64 | 39 | 21 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | |
| Rolette | 20 | 11 | 8 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Sargent | 19 | 9 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — | |
| Sheridan | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sioux | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Stark | 24 | 8 | 14 | — | 2 | — | — | — | — | — | — | — | — | — | — | |
| Steele | 5 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Stutsman | 56 | 41 | 12 | 2 | — | — | — | — | — | — | 1 | — | — | — | — | |
| Towner | 12 | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Trail | 49 | 31 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | |
| Walsh | 41 | 26 | 14 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Ward | 154 | 86 | 58 | 3 | 2 | — | — | 1 | — | — | — | — | — | 4 | — | |
| Wells | 21 | 13 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Williams | 85 | 43 | 32 | 3 | 2 | — | — | — | — | — | — | — | — | 4 | 1 | |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total | 1918 | 954 | 754 | 77 | 36 | 1 | 1 | 14 | — | — | 1 | 4 | — | 31 | 12 | 33 |
| Ohio | | | | | | | | | | | | | | | | |
| Adams | 24 | 12 | 11 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Allen | 104 | 27 | 43 | 6 | 5 | — | — | 5 | 1 | — | — | — | — | — | 5 | 12 |
| Ashland | 43 | 17 | 19 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — |
| Ashtabula | 62 | 31 | 24 | 1 | 2 | — | — | 2 | — | — | — | — | — | — | — | 2 |
| Athens | 60 | 30 | 23 | 4 | 1 | — | — | 2 | — | — | — | — | — | — | — | — |
| Auglaize | 36 | 10 | 16 | 3 | — | — | — | 3 | — | — | — | 2 | 1 | 1 | — | — |
| Belmont | 49 | 14 | 30 | 1 | 2 | — | — | — | — | — | — | — | — | — | 1 | — |
| Brown | 32 | 18 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Butler | 189 | 70 | 78 | 11 | 3 | — | — | 1 | 1 | — | — | 4 | — | 9 | — | 12 |
| Carroll | 28 | 12 | 13 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Champaign | 30 | 15 | 13 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Clark | 112 | 48 | 51 | 5 | 2 | — | — | 2 | — | — | — | — | — | — | 4 | — |
| Clermont | 98 | 39 | 30 | 15 | — | — | — | — | 2 | — | — | 1 | — | 6 | — | 5 |
| Clinton | 65 | 27 | 29 | 5 | 2 | — | — | — | — | — | — | — | 1 | — | — | — |
| Columbiana | 126 | 58 | 47 | 8 | 4 | — | — | — | — | — | — | 1 | — | 4 | — | — |
| Coshocton | 36 | 6 | 26 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Crawford | 56 | 30 | 23 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cuyahoga | 698 | 181 | 309 | 48 | 33 | — | — | 23 | 8 | 1 | 27 | 14 | 2 | 11 | 1 | 40 |
| Darke | 35 | 16 | 14 | 1 | — | — | — | — | — | — | — | — | 2 | 2 | — | — |
| Defiance | 27 | 14 | 4 | 4 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Delaware | 71 | 33 | 31 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Erie | 77 | 20 | 44 | 5 | 4 | — | — | 2 | — | — | — | — | — | 1 | — | — |
| Fairfield | 77 | 39 | 33 | 1 | — | — | — | — | — | — | — | — | — | 3 | — | — |
| Fayette | 19 | 11 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Franklin | 883 | 216 | 362 | 87 | 33 | — | — | 27 | 9 | — | 42 | 11 | 1 | 23 | 22 | 50 |
| Fulton | 59 | 32 | 17 | 3 | 1 | — | — | 1 | 1 | — | 2 | — | — | 1 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboset | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | |
| Ohio—Cont. | | | | | | | | | | | | | | | | |
| Gallia | 24 | 12 | 7 | 3 | — | — | — | — | — | — | — | — | 1 | — | 1 | — |
| Geauga | 81 | 21 | 48 | 3 | — | — | — | 1 | — | — | — | — | — | 2 | — | 6 |
| Greene | 133 | 52 | 56 | 6 | 4 | — | — | 1 | — | — | — | 1 | — | 3 | — | 10 |
| Guernsey | 29 | 14 | 12 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | 1 |
| Hamilton | 677 | 173 | 279 | 69 | 24 | — | — | 11 | 4 | 3 | — | 30 | 12 | 3 | 15 | 42 |
| Hancock | 88 | 35 | 40 | 4 | — | — | — | 1 | 1 | — | — | 2 | 4 | — | — | 1 |
| Hardin | 31 | 9 | 18 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Harrison | 19 | 7 | 10 | — | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Henry | 35 | 16 | 15 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Highland | 29 | 12 | 13 | 2 | — | — | — | — | — | — | — | 1 | 1 | — | — | — |
| Hocking | 11 | 5 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Holmes | 14 | 3 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Huron | 68 | 21 | 23 | 15 | 4 | — | — | — | — | — | — | — | — | 4 | — | 1 |
| Jackson | 15 | 6 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Jefferson | 74 | 34 | 35 | 2 | — | — | — | 1 | — | — | — | — | — | 1 | — | 1 |
| Knox | 77 | 33 | 38 | 2 | — | — | — | 1 | — | — | — | — | — | 1 | 1 | — |
| Lake | 181 | 72 | 81 | 12 | 6 | — | — | 1 | — | — | 1 | 2 | — | 3 | — | 3 |
| Lawrence | 24 | 9 | 10 | 2 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Licking | 114 | 44 | 51 | 8 | 3 | — | — | 1 | — | — | — | — | — | 3 | 2 | 2 |
| Logan | 40 | 17 | 18 | 1 | 1 | — | — | — | — | — | — | 1 | — | — | — | 2 |
| Lorain | 158 | 68 | 68 | 15 | 1 | — | — | 2 | — | — | — | 1 | 1 | 5 | — | 7 |
| Lucas | 260 | 86 | 107 | 20 | 5 | — | — | 9 | — | — | — | 11 | 2 | 3 | — | 17 |
| Madison | 47 | 24 | 17 | 2 | 2 | — | — | — | — | — | — | — | — | 1 | — | 2 |
| Mahoning | 175 | 50 | 78 | 13 | 7 | — | — | 6 | — | — | — | 7 | 1 | 3 | 4 | 6 |
| Marion | 44 | 17 | 21 | 1 | 1 | — | — | — | — | — | — | — | — | 3 | — | 1 |
| Medina | 202 | 67 | 106 | 12 | 2 | — | — | 2 | — | — | — | — | — | 1 | 1 | 11 |
| Meigs | 17 | 8 | 8 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Mercer | 30 | 14 | 14 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Miami | 95 | 38 | 48 | 2 | 1 | — | — | 1 | — | — | — | — | — | 1 | 1 | 3 |
| Monroe | 6 | — | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Montgomery | 611 | 208 | 274 | 50 | 12 | — | — | 10 | — | — | — | 4 | 3 | 16 | 4 | 20 |
| Morgan | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Morrow | 21 | 8 | 10 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Muskingum | 132 | 67 | 50 | 14 | 1 | — | — | — | — | — | — | 1 | — | 3 | — | 2 |
| Noble | 6 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Ottawa | 50 | 10 | 36 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Paulding | 43 | 11 | 16 | 2 | 14 | — | — | — | — | — | — | — | — | — | — | — |
| Perry | 28 | 13 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Pickaway | 59 | 31 | 24 | — | 1 | — | — | — | 1 | — | — | — | — | 1 | — | 1 |
| Pike | 18 | 6 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Portage | 136 | 38 | 68 | 10 | 4 | — | — | — | — | — | — | 1 | — | 5 | — | 10 |
| Preble | 34 | 19 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Putnam | 73 | 46 | 19 | — | 2 | — | 3 | — | — | — | — | — | — | 1 | — | 2 |
| Richard | 144 | 63 | 62 | 6 | 1 | — | — | 2 | — | — | — | 2 | — | 6 | — | 2 |
| Ross | 53 | 28 | 22 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Sandusky | 82 | 28 | 46 | 3 | 3 | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Scioto | 54 | 26 | 21 | 5 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Seneca | 72 | 27 | 34 | 5 | 4 | — | — | 1 | — | — | — | — | — | — | — | 1 |
| Shelby | 26 | 7 | 14 | — | — | — | — | 1 | — | — | — | 1 | — | — | — | 1 |
| Stark | 257 | 173 | 174 | 25 | 12 | — | — | 5 | — | — | — | 4 | — | 9 | — | 13 |
| Summit | 391 | 178 | 156 | 21 | 10 | — | — | 1 | — | — | — | 4 | — | 5 | — | 56 |
| Trumbull | 178 | 80 | 74 | 6 | 6 | — | — | 1 | 1 | — | — | — | — | 3 | — | 6 |
| Tuscarawas | 58 | 27 | 28 | 2 | 1 | — | — | 1 | — | — | — | — | — | 4 | — | 1 |
| Union | 18 | 7 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Van Wert | 22 | 6 | 16 | — | — | — | — | — | — | — | — | — | — | — | — | 4 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|-----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Ohio—Cont. | | | | | | | | | | | | | | | |
| Vinton | 9 | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Warren | 129 | 45 | 41 | 11 | 5 | — | — | 1 | — | — | — | — | 3 | — | 23 |
| Washington | 65 | 29 | 30 | 3 | 2 | — | — | — | — | — | — | — | 1 | — | — |
| Wayne | 109 | 33 | 43 | 10 | 9 | — | — | 2 | — | — | 2 | 1 | 2 | — | 7 |
| Williams | 47 | 19 | 16 | 3 | — | — | — | — | — | — | — | — | — | — | 9 |
| Wood | 111 | 39 | 52 | 6 | 2 | — | — | 1 | 1 | — | 2 | — | 1 | 1 | 6 |
| Wyandot | 21 | 3 | 15 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| State Total | 9095 | 3174 | 3954 | 615 | 259 | — | 3 | 142 | 30 | 3 | 2 | 157 | 61 | 10 | 444 |
| Oklahoma | | | | | | | | | | | | | | | |
| Adair | 5 | 2 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Alfalfa | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Atoka | 17 | 9 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Beaver | 17 | 5 | 9 | 1 | 1 | — | — | — | — | — | — | — | 1 | — | — |
| Beckham | 46 | 16 | 26 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Blaine | 17 | 6 | 10 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Bryan | 47 | 17 | 19 | 6 | 4 | — | — | 1 | — | — | — | — | — | — | — |
| Caddo | 62 | 25 | 28 | 3 | 3 | — | 1 | — | — | — | — | — | 1 | — | 1 |
| Canadian | 114 | 40 | 50 | 8 | 8 | 2 | — | 1 | 1 | — | — | — | 1 | 1 | 2 |
| Carter | 64 | 22 | 23 | 3 | 2 | — | — | 1 | — | — | 3 | — | 10 | — | — |
| Cherokee | 36 | 11 | 22 | 1 | — | — | — | — | — | — | — | — | 1 | 1 | — |
| Choctaw | 17 | 3 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cimarron | 21 | 10 | 8 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Cleveland | 134 | 47 | 66 | 5 | 6 | — | — | 3 | — | — | 2 | — | 2 | — | 3 |
| Coal | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Comanche | 88 | 29 | 50 | 3 | — | — | — | 3 | 1 | — | — | — | — | — | 2 |
| Cotton | 12 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Craig | 41 | 19 | 19 | 1 | 2 | — | — | — | — | — | — | — | — | — | — |
| Creek | 53 | 18 | 31 | 1 | 3 | — | — | — | — | — | — | — | — | — | — |
| Custer | 42 | 20 | 19 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Delaware | 24 | 10 | 13 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Dewey | 13 | 7 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ellis | 13 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Garfield | 124 | 55 | 53 | 8 | 5 | — | 1 | 1 | — | — | — | — | 1 | — | — |
| Garvin | 64 | 36 | 25 | 1 | 1 | — | — | — | — | 1 | — | — | — | — | — |
| Grady | 69 | 21 | 40 | 5 | 1 | — | — | — | — | — | — | — | — | — | — |
| Grant | 33 | 17 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Greer | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Harmon | 13 | 6 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Harper | 11 | 3 | 6 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Haskell | 5 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | 2 | — | — |
| Hughes | 11 | 1 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Jackson | 40 | 15 | 20 | 1 | 2 | — | — | 1 | — | — | — | — | — | — | — |
| Jefferson | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Johnston | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| May | 79 | 25 | 42 | 5 | — | — | — | — | 3 | — | 1 | — | — | — | — |
| Kingfisher | 30 | 15 | 13 | — | — | — | — | — | — | — | — | — | — | — | — |
| Nowa | 28 | 11 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lattimer | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Le Flore | 21 | 15 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Lincoln | 26 | 6 | 13 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Logan | 66 | 35 | 31 | 4 | 1 | — | — | — | — | — | — | — | — | — | — |
| Love | 3 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mason | 18 | 14 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Marshall | 16 | 6 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |

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|------------------|-------|---------------|-----------|--------------|-----------|------------|---------------|--------------|------------|---------------|--------------|------------|------------|-------|-------|------------|
| | | Single Engine | | Multi Engine | | | Single Engine | Multi Engine | | Single Engine | Multi Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2 Engine | | 3 + Engine | | 1-12 Place | 13 + Place | | 3 + Engine | 2 Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | | | 1-12 Place | | | | 13 + Place |
| Oklahoma—Cont. | | | | | | | | | | | | | | | | |
| Mayes | 22 | 8 | 6 | 2 | 3 | — | — | 1 | — | — | — | 2 | — | — | — | |
| McCain | 53 | 24 | 26 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | |
| McCourtain | 35 | 12 | 19 | 4 | — | — | — | — | — | — | — | — | — | — | — | |
| McIntosh | 10 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Murray | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Muskogee | 66 | 22 | 30 | 7 | 5 | — | — | 1 | — | — | — | — | — | — | 1 | |
| Noble | 20 | 10 | 6 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — | |
| Nowata | 21 | 8 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Oklfuskee | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Oklahoma | 960 | 260 | 414 | 76 | 39 | — | — | 31 | 27 | — | 2 | 43 | 12 | 6 | 15 | |
| Oklmulgee | 25 | 10 | 14 | — | — | — | — | — | — | — | — | 1 | — | — | — | |
| Osage | 17 | 8 | 6 | 1 | — | — | — | 1 | — | — | — | — | 1 | — | — | |
| Ottawa | 45 | 16 | 22 | 3 | — | — | — | 1 | — | — | — | 1 | — | — | 2 | |
| Pawnee | 19 | 8 | 9 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Payne | 111 | 40 | 46 | 7 | 8 | — | — | 2 | — | — | — | 1 | — | — | 6 | |
| Pittsburg | 43 | 14 | 23 | 2 | — | — | — | — | — | — | — | — | — | — | 4 | |
| Pontotoc | 40 | 16 | 20 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | |
| Pottawatom | 45 | 19 | 17 | 2 | 1 | — | — | — | — | — | — | — | — | — | 2 | |
| Pushmataha | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Roger Mill | 10 | 4 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Rogers | 77 | 30 | 37 | 1 | — | — | — | 1 | — | — | — | — | — | — | 3 | |
| Seminole | 32 | 13 | 12 | 3 | — | — | — | 1 | — | — | — | — | — | — | 1 | |
| Sequoyah | 22 | 7 | 12 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Stephens | 53 | 21 | 24 | 2 | 2 | — | — | 1 | 1 | — | — | — | 1 | — | — | |
| Texas | 64 | 25 | 33 | 2 | — | — | — | 2 | — | — | — | — | — | — | — | |
| Tillman | 39 | 12 | 11 | 2 | — | — | — | — | — | — | — | — | — | — | 13 | |
| Tulsa | 1298 | 453 | 526 | 91 | 40 | — | — | 38 | 4 | — | 1 | 36 | 7 | 4 | 59 | |
| Wagoner | 24 | 12 | 11 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Washington | 73 | 16 | 39 | 6 | 1 | — | — | 2 | — | — | — | 4 | 1 | 1 | 2 | |
| Washita | 9 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Woods | 50 | 13 | 13 | 1 | — | — | — | — | — | — | — | — | — | — | 20 | |
| Woodward | 35 | 9 | 24 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total | 4907 | 1722 | 2197 | 299 | 147 | 2 | 2 | 95 | 37 | — | 4 | 97 | 22 | 11 | 159 | |
| Oregon | | | | | | | | | | | | | | | | |
| Baker | 47 | 13 | 21 | 2 | 3 | — | — | 1 | — | — | — | 3 | — | — | 2 | |
| Benton | 137 | 45 | 57 | 6 | 5 | 1 | — | 4 | — | — | — | 2 | — | — | 10 | |
| Clackamas | 559 | 168 | 294 | 33 | 17 | — | 2 | 4 | 3 | — | — | 2 | 2 | 2 | 12 | |
| Clatsop | 37 | 15 | 16 | 3 | 1 | — | — | 2 | — | — | — | — | — | — | — | |
| Columbia | 61 | 20 | 31 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | |
| Coos | 138 | 40 | 65 | 10 | 8 | 1 | — | 2 | — | — | — | 3 | — | — | 5 | |
| Crook | 36 | 10 | 20 | 3 | 1 | — | — | — | — | — | — | 2 | — | — | — | |
| Curry | 53 | 19 | 25 | 5 | 1 | — | — | 2 | — | — | — | — | — | — | — | |
| Deschutes | 352 | 76 | 187 | 33 | 14 | 1 | — | 13 | 4 | 1 | 1 | 2 | 1 | — | 3 | |
| Douglas | 191 | 69 | 94 | 8 | 2 | — | — | 4 | — | — | — | 3 | — | — | 3 | |
| Gilliam | 21 | 10 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Grant | 48 | 17 | 24 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — | |
| Harney | 35 | 10 | 21 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Hood River | 136 | 85 | 32 | 4 | 2 | — | — | — | — | — | — | — | 1 | — | 1 | |
| Jackson | 579 | 191 | 253 | 37 | 14 | 1 | — | 15 | — | — | — | 6 | — | — | 10 | |
| Jefferson | 39 | 16 | 18 | — | — | — | — | 1 | — | — | — | — | — | — | — | |
| Josephine | 121 | 32 | 65 | 13 | 2 | — | — | — | 1 | — | — | 1 | — | — | 4 | |
| Klamath | 196 | 59 | 98 | 16 | 3 | — | — | — | — | — | — | — | — | — | 7 | |
| Lake | 75 | 15 | 24 | 2 | 2 | — | — | — | — | — | — | 1 | 10 | — | 3 | |
| Lane | 682 | 171 | 226 | 34 | 5 | — | — | — | — | — | — | — | — | — | 1 | |

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|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|------------------|---------------|---------------|------------|-------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
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| | | | | 1-6 Place | 7 + Place | | | | | | 1-12 Place | 13 + Place | | | | 1-12 Place |
| Oregon—Cont. | | | | | | | | | | | | | | | | |
| Lincoln | 60 | 15 | 36 | 3 | 1 | — | — | 1 | — | — | — | 1 | — | — | 1 | 1 |
| Linn | 223 | 55 | 94 | 11 | 5 | — | — | 1 | 1 | — | — | — | — | — | 14 | 36 |
| Malheur | 111 | 36 | 63 | 6 | 2 | — | — | 2 | — | — | — | — | — | — | 2 | — |
| Marion | 439 | 133 | 197 | 27 | 17 | — | — | 4 | — | — | — | 6 | — | 1 | 31 | 13 |
| Morrow | 24 | 11 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Multnomah | 1182 | 298 | 534 | 82 | 50 | 2 | — | 44 | 9 | — | — | 42 | 10 | 4 | 29 | 51 |
| Polk | 90 | 40 | 39 | 7 | — | — | — | 1 | — | — | — | 1 | — | — | 2 | — |
| Sherman | 14 | 7 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Tillamook | 30 | 10 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Umatilla | 163 | 56 | 79 | 8 | — | — | — | 1 | — | — | — | — | — | — | 12 | 3 |
| Union | 60 | 21 | 28 | 3 | 2 | — | — | — | — | — | — | — | — | — | 1 | 4 |
| Wallowa | 30 | 7 | 21 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wasco | 73 | 30 | 38 | 1 | — | — | — | — | — | — | — | — | — | — | 3 | 1 |
| Washington | 530 | 179 | 224 | 27 | 12 | — | — | 11 | — | — | 1 | 13 | 4 | — | 20 | 12 |
| Wheeler | 8 | 2 | 4 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Yamhill | 303 | 57 | 68 | 20 | 3 | 3 | 4 | 1 | 3 | — | — | 3 | 2 | — | 34 | 97 |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 6684 | 2042 | 3037 | 411 | 185 | 9 | 7 | 129 | 19 | 4 | 13 | 114 | 20 | 10 | 218 | 303 |
| Pennsylvania | | | | | | | | | | | | | | | | |
| Adams | 91 | 26 | 33 | 4 | — | — | — | 1 | — | — | — | — | — | — | 11 | 12 |
| Allegheny | 780 | 224 | 319 | 59 | 12 | — | — | 31 | 2 | — | — | 27 | 19 | 2 | 12 | 20 |
| Armstrong | 53 | 28 | 20 | 2 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Beaver | 175 | 75 | 82 | 5 | 3 | — | — | — | — | — | — | 1 | — | — | 2 | — |
| Bedford | 25 | 10 | 12 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Berks | 286 | 78 | 116 | 16 | 16 | — | — | 10 | 2 | — | — | 7 | 3 | 12 | 5 | 1 |
| Blair | 71 | 31 | 29 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Bradford | 44 | 15 | 26 | — | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Bucks | 547 | 191 | 210 | 32 | 14 | — | — | 2 | — | — | — | 1 | — | — | 35 | 14 |
| Butler | 146 | 71 | 56 | 9 | 3 | — | — | 2 | — | — | — | 1 | — | — | 1 | 1 |
| Cambria | 94 | 40 | 37 | 5 | 3 | — | — | 4 | — | — | — | 1 | 1 | — | 3 | — |
| Cameron | 13 | 5 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Carbon | 54 | 19 | 21 | 5 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Centre | 112 | 38 | 40 | 6 | 6 | — | — | 3 | — | — | — | 1 | — | — | — | — |
| Chester | 442 | 151 | 136 | 13 | 7 | — | — | 3 | 1 | — | — | 6 | 2 | — | 52 | 47 |
| Clarion | 25 | 9 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clearfield | 51 | 17 | 26 | — | 2 | — | — | 1 | — | — | — | — | — | — | 2 | — |
| Clinton | 61 | 38 | 14 | 4 | 1 | — | — | 2 | — | — | — | — | — | — | — | — |
| Columbia | 37 | 14 | 17 | — | — | — | — | — | — | — | — | — | — | — | 2 | 1 |
| Crawford | 74 | 26 | 33 | 2 | 2 | — | — | 1 | — | — | — | 3 | — | 1 | 2 | — |
| Cumberland | 148 | 51 | 65 | 6 | 6 | — | — | 5 | — | — | 1 | 4 | 1 | — | 3 | 1 |
| Dauphin | 216 | 64 | 99 | 9 | 7 | — | — | 10 | 1 | — | 1 | 1 | 2 | — | 3 | 8 |
| Delaware | 218 | 64 | 102 | 10 | 7 | — | — | 3 | 2 | — | — | — | 5 | — | 7 | — |
| Elk | 20 | 4 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | 2 | — |
| Erie | 146 | 59 | 60 | 1 | 3 | — | — | 3 | — | — | — | 2 | — | — | 2 | 1 |
| Fayette | 74 | 32 | 27 | 6 | 2 | — | — | 3 | — | — | — | 1 | — | — | 1 | 1 |
| Forest | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Franklin | 81 | 28 | 38 | 4 | 3 | — | — | 1 | — | — | — | — | — | — | 5 | — |
| Fulton | 9 | 3 | 3 | — | — | — | — | 1 | — | — | — | 1 | — | — | — | — |
| Greene | 11 | 6 | 3 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Huntingdon | 27 | 14 | 11 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Indiana | 54 | 20 | 25 | 4 | 1 | — | — | — | — | — | — | 1 | — | — | 2 | 1 |
| Jefferson | 34 | 16 | 13 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Juniata | 13 | 7 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lackawanna | 102 | 32 | 49 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| Lancaster | 294 | 88 | 124 | 20 | 5 | — | — | 1 | — | — | — | — | — | — | 2 | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other | |
|--------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|-----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Pennsylvania—Cont. | | | | | | | | | | | | | | | | |
| Lawrence | 46 | 24 | 17 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | 2 |
| Lebanon | 110 | 35 | 62 | 2 | 3 | — | — | — | — | — | — | — | — | 2 | 2 | 4 |
| Lehigh | 221 | 66 | 106 | 16 | 4 | — | — | 3 | — | — | 1 | 2 | 1 | 2 | 5 | 15 |
| Luzerne | 158 | 51 | 72 | 11 | 9 | — | — | 5 | 1 | — | 1 | — | — | 5 | 2 | 1 |
| Lycorning | 108 | 38 | 53 | 6 | 4 | — | — | 3 | — | — | — | — | — | 1 | 1 | 2 |
| McKean | 25 | 9 | 14 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mercer | 76 | 45 | 23 | 1 | 2 | — | — | — | — | — | 1 | — | — | 3 | — | 1 |
| Mifflin | 35 | 21 | 4 | 4 | 4 | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Monroe | 98 | 33 | 43 | 9 | 5 | — | — | — | — | — | — | — | — | 1 | 1 | 6 |
| Montgomery | 535 | 164 | 246 | 27 | 20 | — | — | 16 | — | — | 3 | 4 | 1 | 15 | 10 | 29 |
| Montour | 14 | 9 | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Northampton | 165 | 55 | 82 | 10 | 2 | — | — | 1 | — | — | 2 | — | — | 2 | 1 | 10 |
| Northumberland | 45 | 14 | 24 | 3 | 1 | — | — | 2 | — | — | — | — | — | — | — | — |
| Perry | 20 | 9 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Philadelph | 238 | 57 | 81 | 24 | 7 | — | 1 | 4 | — | — | 2 | 6 | 6 | 2 | 42 | 4 |
| Pike | 21 | 6 | 9 | 1 | 1 | — | — | 2 | — | — | 1 | — | — | — | — | 1 |
| Potter | 27 | 14 | 12 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Schuylkill | 86 | 38 | 39 | 1 | 3 | — | — | — | — | — | — | — | — | 3 | 1 | 1 |
| Snyder | 27 | 11 | 14 | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Somerset | 63 | 23 | 30 | 4 | — | — | — | 2 | — | — | 1 | — | — | 1 | 1 | 1 |
| Sullivan | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Susquehann | 54 | 36 | 11 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Tioga | 42 | 20 | 20 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Union | 17 | 4 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Venango | 53 | 26 | 19 | 4 | — | — | — | 3 | — | — | 1 | — | — | — | — | — |
| Warren | 34 | 10 | 17 | — | 1 | — | — | — | — | — | 2 | 1 | — | 2 | — | — |
| Washington | 174 | 58 | 74 | 14 | 1 | — | — | 9 | 1 | — | 2 | — | — | 3 | 5 | — |
| Wayne | 83 | 32 | 37 | 9 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| Westmorela | 239 | 90 | 99 | 14 | 2 | — | — | 3 | — | — | 4 | — | — | 6 | 15 | — |
| Wyoming | 44 | 14 | 26 | 2 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| York | 242 | 113 | 102 | 9 | 6 | — | — | 2 | 2 | — | 3 | — | — | 1 | 1 | — |
| Unknown | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 7738 | 2724 | 3251 | 420 | 187 | — | 1 | 146 | 16 | — | 4 | 80 | 48 | 19 | 222 | 404 |
| Rhode Island | | | | | | | | | | | | | | | | |
| Bristol | 20 | 9 | 9 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Kent | 79 | 24 | 43 | 3 | 4 | — | — | — | — | — | — | — | — | 1 | 2 | — |
| Newport | 74 | 30 | 30 | 1 | 3 | — | — | — | — | — | — | — | — | 3 | 2 | — |
| Providence | 197 | 54 | 91 | 6 | 5 | — | — | 1 | 1 | — | 8 | — | 1 | 1 | 14 | 1 |
| Washington | | | | | | | | | | | | | | | | |
| State Total | 471 | 149 | 224 | 15 | 18 | — | 1 | 1 | 1 | — | 8 | — | 1 | 9 | 18 | 2 |
| South Carolina | | | | | | | | | | | | | | | | |
| Abbeville | 16 | 7 | 6 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Aiken | 101 | 29 | 52 | 8 | 2 | — | — | 2 | — | — | — | — | — | 2 | 2 | — |
| Allendale | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Anderson | 94 | 34 | 43 | 7 | 3 | — | — | 1 | — | — | 2 | — | — | 3 | — | — |
| Bamberg | 13 | 7 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Barnwell | 18 | 8 | 7 | 1 | — | — | — | 1 | — | — | — | — | — | — | 1 | — |
| Berkeley | 37 | 14 | 15 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | 1 | — |
| Cathryn | 12 | 8 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Charleston | 211 | 50 | 98 | 15 | 7 | — | — | 7 | — | 1 | 1 | — | 2 | 8 | 19 | — |
| Cherokee | 11 | 3 | 5 | — | — | — | — | 2 | — | — | — | 1 | — | — | — | — |
| Chester | 29 | 10 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chesterlie | 15 | 6 | 3 | 3 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Clarendon | 33 | 11 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other |
|-------------------------|-------------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|------------------|---------------|---------------|------------|----------|-----------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | | 1-12 Place | 13 + Place | | | |
| South Carolina— | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | |
| Colleton..... | 24 | 5 | 13 | 3 | — | — | — | 3 | — | — | — | — | — | — | — |
| Darlington..... | 25 | 8 | 9 | 3 | — | — | 1 | 2 | — | — | — | 2 | — | — | — |
| Dillon..... | 21 | 15 | 4 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Dorchester..... | 65 | 23 | 29 | 3 | 2 | — | — | — | — | — | — | — | — | 5 | 3 |
| Edgefield..... | 8 | 3 | 3 | — | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Fairfield..... | 12 | 3 | 5 | 2 | 2 | — | — | — | — | — | — | — | — | — | — |
| Florence..... | 77 | 22 | 34 | 13 | 3 | — | — | 2 | — | — | — | — | — | 1 | 2 |
| Georgetown..... | 23 | 5 | 14 | 2 | — | — | — | 1 | — | — | — | — | — | — | 1 |
| Greenville..... | 273 | 66 | 106 | 25 | 9 | — | — | 21 | 1 | — | — | 8 | — | 3 | 6 |
| Greenwood..... | 46 | 15 | 21 | 6 | — | — | — | 1 | — | — | — | 1 | — | 2 | — |
| Hampton..... | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hilton Head..... | 116 | 29 | 51 | 12 | 11 | — | — | 6 | — | — | — | 1 | — | 2 | 4 |
| Horry..... | 150 | 57 | 64 | 16 | 4 | — | — | 3 | — | — | — | 1 | — | — | 5 |
| Jasper..... | 19 | 9 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Kershaw..... | 32 | 9 | 18 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | 1 |
| Lancaster..... | 25 | 4 | 15 | — | — | — | — | — | — | — | — | — | — | 6 | — |
| Laurens..... | 22 | 5 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lee..... | 10 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lexington..... | 194 | 76 | 71 | — | 13 | — | — | 14 | — | — | — | 12 | — | 4 | 1 |
| Marion..... | 10 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Marlboro..... | 24 | 16 | 6 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| McCormick..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Newberry..... | 18 | 10 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Oconee..... | 74 | 28 | 33 | 4 | — | — | — | 2 | — | — | — | 4 | — | 2 | 5 |
| Orangeburg..... | 36 | 16 | 14 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Pickens..... | 58 | 20 | 23 | 9 | 1 | — | — | — | — | — | — | 1 | — | 1 | 3 |
| Richland..... | 173 | 48 | 77 | 13 | 10 | — | — | 7 | — | — | — | 3 | — | 3 | 8 |
| Saluda..... | 38 | 7 | 9 | 1 | — | — | — | — | — | — | — | — | — | 18 | 3 |
| Spartanbur..... | 106 | 27 | 46 | 16 | 4 | — | — | 6 | — | — | — | — | — | — | 7 |
| Sumter..... | 66 | 23 | 30 | 3 | 2 | — | — | — | — | — | — | — | — | 5 | 3 |
| Union..... | 10 | 3 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Williamsbu..... | 20 | 6 | 10 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| York..... | 89 | 27 | 48 | 6 | 2 | — | — | — | — | — | — | — | — | 2 | 4 |
| State Total..... | 2477 | 798 | 1081 | 180 | 84 | — | 1 | 84 | 2 | — | 1 | 32 | 1 | 2 | 75 |
| South Dakota | | | | | | | | | | | | | | | |
| Aurora..... | 7 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Beadle..... | 40 | 14 | 17 | 4 | 3 | — | 1 | — | — | — | — | 1 | — | — | — |
| Bennett..... | 16 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Bon Homme..... | 20 | 10 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 4 |
| Brookings..... | 45 | 23 | 18 | 3 | — | — | — | — | — | — | — | — | — | 1 | — |
| Brown..... | 86 | 31 | 39 | 5 | 6 | — | — | 2 | — | — | — | 1 | — | — | 1 |
| Brule..... | 15 | 9 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Buffalo..... | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Butte..... | 28 | 22 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Campbell..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Charles Mi..... | 21 | 11 | 9 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Clark..... | 39 | 30 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Clay..... | 35 | 14 | 12 | 6 | 3 | — | — | — | — | — | — | — | — | — | — |
| Codington..... | 30 | 15 | 8 | 2 | 3 | — | — | — | — | — | — | — | — | 2 | — |
| Corson..... | 12 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Custer..... | 19 | 4 | 12 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Davison..... | 36 | 16 | 10 | 7 | 2 | — | — | — | — | — | — | 1 | — | — | — |
| Day..... | 11 | 3 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Deuel..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|---------------|-------|-------|----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | |
| South Dakota— | | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | | |
| Dewey..... | 16 | 11 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Douglas..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Edmunds..... | 18 | 15 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fall River..... | 25 | 13 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Faulk..... | 21 | 14 | 5 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Grant..... | 20 | 10 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Gregory..... | 14 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Haakon..... | 16 | 10 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hamlin..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hand..... | 24 | 14 | 7 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Hanson..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Harding..... | 24 | 20 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hughes..... | 111 | 55 | 39 | 7 | 8 | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Hutchinson..... | 12 | 9 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hyde..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jackson..... | 8 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jerauld..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jones..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kingsbury..... | 13 | 5 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Lake..... | 30 | 15 | 13 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lawrence..... | 52 | 23 | 19 | 2 | 2 | — | — | — | — | — | — | — | — | 1 | — | 5 |
| Lincoln..... | 20 | 8 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | 6 |
| Lyman..... | 18 | 11 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Marshall..... | 14 | 10 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| McCook..... | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| McPherson..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Meade..... | 59 | 29 | 26 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Mellette..... | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Miner..... | 5 | 2 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Minnehaha..... | 195 | 66 | 78 | 19 | 7 | — | — | 4 | — | — | 1 | — | — | — | — | 20 |
| Moody..... | 6 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pennington..... | 155 | 57 | 66 | 11 | 9 | — | — | 3 | — | — | — | — | — | 4 | — | 5 |
| Perkins..... | 39 | 21 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Potter..... | 28 | 18 | 7 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Roberts..... | 21 | 8 | 11 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Sanborn..... | 12 | 8 | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Shannon..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Spink..... | 28 | 19 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Stanley..... | 12 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sully..... | 23 | 14 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Todd..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Tripp..... | 18 | 13 | 3 | — | — | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Turner..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Union..... | 15 | 6 | 4 | — | — | — | — | — | — | — | — | 1 | — | — | — | 4 |
| Wahworth..... | 19 | 11 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Washabaugh..... | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Yankton..... | 33 | 12 | 14 | 5 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Ziebach..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 1664 | 820 | 619 | 89 | 51 | — | 1 | 11 | — | — | — | 5 | — | 17 | 2 | 49 |
| Tennessee | | | | | | | | | | | | | | | | |
| Anderson..... | 61 | 26 | 32 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bedford..... | 27 | 17 | 8 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Benton..... | 9 | 4 | 2 | — | 1 | — | — | 2 | — | — | — | — | — | — | — | — |
| Blount..... | 89 | 30 | 42 | 5 | 1 | — | — | 4 | — | — | 1 | — | — | 2 | 3 | 1 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|--------------|---|------------|-------|-------|--|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | | |
| Tennessee—Cont. | | | | | | | | | | | | | | | | | |
| Bradley..... | 59 | 20 | 19 | 11 | 2 | — | — | — | — | — | 1 | — | 4 | 2 | — | | |
| Campbell..... | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Cannon..... | 9 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Carroll..... | 19 | 11 | 6 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Carter..... | 45 | 9 | 28 | 5 | 1 | — | — | 1 | — | — | — | — | — | — | 1 | | |
| Cheatham..... | 6 | — | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | | |
| Chester..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Claiborne..... | 20 | 9 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | | |
| Clay..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Cocke..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Coffee..... | 137 | 59 | 60 | 7 | 1 | — | — | 2 | — | 2 | 1 | — | — | — | 5 | | |
| Crockett..... | 8 | 4 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Cumberland..... | 34 | 9 | 21 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | | |
| Davidson..... | 396 | 116 | 142 | 41 | 23 | — | 1 | 23 | 2 | — | 12 | — | 4 | 10 | 21 | | |
| De Kalb..... | 8 | — | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — | | |
| Decatur..... | 13 | 2 | 6 | 2 | — | — | — | 2 | — | — | — | — | 1 | — | — | | |
| Dickson..... | 22 | 5 | 11 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | | |
| Dyer..... | 32 | 17 | 9 | 2 | 1 | — | — | — | — | — | — | — | 1 | — | 2 | | |
| Fayette..... | 13 | 6 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | | |
| Fentress..... | 4 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | 1 | | |
| Franklin..... | 49 | 22 | 20 | 4 | 1 | — | — | — | — | — | — | — | 1 | — | 1 | | |
| Gibson..... | 28 | 13 | 11 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | | |
| Giles..... | 12 | 7 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | | |
| Grainger..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Greene..... | 49 | 15 | 23 | 6 | 2 | — | — | 1 | — | — | — | — | 1 | — | 1 | | |
| Grundy..... | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Hamblen..... | 42 | 17 | 17 | 2 | 2 | — | — | 1 | — | — | — | — | 3 | — | — | | |
| Hamilton..... | 267 | 71 | 96 | 27 | 20 | — | — | 12 | — | — | 9 | 4 | 9 | 3 | 15 | | |
| Hancock..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Hardeman..... | 114 | 68 | 37 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | | |
| Hardin..... | 17 | 7 | 4 | 1 | — | — | — | — | — | — | — | — | 1 | — | 4 | | |
| Hawkins..... | 18 | 7 | 9 | — | 1 | — | — | — | — | — | — | — | 1 | — | — | | |
| Haywood..... | 12 | 2 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | | |
| Henderson..... | 17 | 7 | 8 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Henry..... | 27 | 6 | 13 | 3 | 2 | — | — | 1 | — | — | 1 | — | 1 | — | — | | |
| Hickman..... | 7 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Houston..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Humphreys..... | 9 | 2 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — | | |
| Jackson..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Jefferson..... | 24 | 8 | 10 | 3 | 1 | — | — | — | — | — | — | — | 2 | — | — | | |
| Johnson..... | 11 | 3 | 7 | — | — | — | — | — | — | — | — | — | 1 | — | — | | |
| Knox..... | 276 | 80 | 117 | 38 | 12 | — | 1 | 12 | 2 | — | 3 | — | — | 3 | 8 | | |
| Lake..... | 7 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Lauderdale..... | 13 | 4 | 5 | 3 | — | — | — | 1 | — | — | — | — | — | — | — | | |
| Lawrence..... | 20 | 5 | 13 | 2 | — | — | — | — | — | — | — | — | — | — | — | | |
| Lewis..... | 7 | 3 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Lincoln..... | 21 | 4 | 13 | 1 | 1 | — | — | — | — | — | — | — | 1 | 1 | — | | |
| Loudon..... | 15 | 4 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | | |
| Macon..... | 8 | 3 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | | |
| Madison..... | 76 | 27 | 34 | 5 | 7 | — | — | 2 | — | — | — | — | — | — | 1 | | |
| Marion..... | 24 | 13 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | | |
| Marshall..... | 19 | 7 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | | |
| Maury..... | 76 | 15 | 12 | 2 | 2 | — | — | 3 | — | — | — | — | 1 | — | 1 | | |
| McMinn..... | 35 | 19 | 12 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | | |
| McNairy..... | 16 | 5 | 5 | 1 | 1 | — | — | 2 | — | — | — | — | — | — | 2 | | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
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| State and County | Total | Piston | | | | | Turboprop | | | Turbojet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Tennessee—Cont. | | | | | | | | | | | | | | | |
| Meigs..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Monroe..... | 74 | 17 | 15 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Montgomery..... | 74 | 33 | 26 | 7 | 6 | — | — | — | — | — | — | — | — | 2 | — |
| Moore..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Obion..... | 21 | 8 | 11 | 1 | — | — | — | 1 | — | — | — | — | — | — | — |
| Overton..... | 6 | 1 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Pickett..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Polk..... | 12 | 7 | 4 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Putnam..... | 37 | 9 | 24 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Rhea..... | 21 | 3 | 14 | 1 | 1 | — | — | 2 | — | — | — | — | — | — | — |
| Roane..... | 24 | 8 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Robertson..... | 45 | 27 | 14 | 3 | — | — | — | — | — | — | — | — | — | — | — |
| Rutherford..... | 142 | 52 | 53 | 14 | 4 | — | — | 5 | — | — | 2 | — | — | 2 | 10 |
| Scott..... | 5 | 1 | 2 | — | — | — | — | 1 | — | — | — | 1 | — | — | — |
| Sequatchie..... | 7 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Sevier..... | 41 | 7 | 16 | 3 | 2 | — | — | 1 | — | — | — | — | — | 4 | 1 |
| Shelby..... | 935 | 203 | 312 | 58 | 31 | — | 199 | 44 | 11 | 1 | 13 | 4 | 4 | 8 | 37 |
| Smith..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Stewart..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sullivan..... | 128 | 32 | 48 | 5 | 4 | — | — | 3 | — | — | 2 | 2 | — | 3 | 26 |
| Sumner..... | 68 | 17 | 34 | 9 | 1 | — | — | 1 | — | — | 1 | — | — | 1 | 3 |
| Tipton..... | 40 | 15 | 18 | 4 | 1 | — | — | — | — | — | — | — | — | — | 2 |
| Trousdale..... | 2 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Unicoi..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Union..... | 8 | 3 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Van Buren..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Warren..... | 36 | 14 | 19 | 1 | 2 | — | — | — | — | — | — | — | — | — | — |
| Washington..... | 64 | 20 | 25 | 7 | 1 | — | — | 3 | — | — | — | — | — | 2 | 6 |
| Weakley..... | 12 | 6 | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| White..... | 11 | 4 | 5 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Williamson..... | 99 | 28 | 30 | 11 | 3 | — | — | 4 | — | 1 | 2 | — | — | — | 20 |
| Wilson..... | 51 | 21 | 25 | 2 | — | — | — | — | — | — | 2 | — | — | — | 1 |
| Unknown..... | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 4299 | 1368 | 1881 | 352 | 150 | — | 201 | 135 | 15 | 1 | 3 | 50 | 11 | 6 | 159 |
| Texas | | | | | | | | | | | | | | | |
| Anderson..... | 44 | 11 | 29 | 2 | — | — | — | 2 | — | — | — | — | — | — | — |
| Andrews..... | 19 | 5 | 10 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Angelina..... | 50 | 10 | 25 | 4 | 2 | — | — | 3 | 1 | — | 1 | — | 1 | 1 | 2 |
| Aransas..... | 29 | 8 | 12 | 3 | 4 | — | — | — | — | — | — | — | — | 2 | — |
| Archer..... | 7 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Armstrong..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Atascosa..... | 36 | 14 | 14 | 3 | — | — | — | — | — | — | — | — | — | 5 | — |
| Austin..... | 31 | 10 | 13 | 3 | 1 | — | — | 2 | — | — | — | — | — | 1 | 1 |
| Bailey..... | 23 | 12 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | — |
| Bandera..... | 40 | 17 | 17 | 1 | — | — | — | — | — | — | 1 | — | — | 2 | 2 |
| Bastrop..... | 31 | 8 | 18 | 2 | 1 | — | — | — | — | — | — | — | — | — | 2 |
| Baylor..... | 23 | 3 | 14 | 3 | 1 | — | — | — | — | — | — | — | — | 2 | — |
| Bee..... | 36 | 16 | 16 | 2 | 1 | — | — | — | — | — | 1 | — | — | — | — |
| Bell..... | 140 | 55 | 57 | 9 | 4 | 1 | — | 4 | — | — | 1 | — | — | 4 | 1 |
| Bexar..... | 842 | 292 | 349 | 59 | 17 | — | 5 | 17 | 5 | — | 1 | 16 | 5 | 2 | 16 |
| Blanco..... | 27 | 16 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Borden..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Bosque..... | 28 | 11 | 12 | 3 | — | — | — | 1 | — | — | — | — | — | — | — |
| Bowie..... | 123 | 47 | 38 | 16 | 12 | — | — | 5 | — | — | 1 | — | — | 4 | — |

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AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbosjet | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|---------------|------------------|---------------|---------------|------------|-------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3 + Engine | 2-Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | 1-12 Place | | 13 + Place | 1-12 Place | | | | 13 + Place | 3 + Engine |
| Texas—Cont. | | | | | | | | | | | | | | | | | |
| Brazoria..... | 265 | 113 | 92 | 23 | 5 | — | 2 | 3 | — | — | — | 3 | — | — | 10 | 10 | 4 |
| Brazos..... | 148 | 56 | 58 | 5 | 4 | — | — | 6 | — | — | — | — | 1 | — | 9 | 1 | 1 |
| Brewster..... | 35 | 2 | 26 | 5 | 1 | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Briscoe..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Brooks..... | 7 | 1 | 2 | — | 2 | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Brown..... | 44 | 23 | 19 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Burleson..... | 20 | 7 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Burnet..... | 44 | 10 | 27 | 2 | — | — | — | 2 | — | — | — | — | — | — | 1 | — | — |
| Caldwell..... | 51 | 18 | 28 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Calhoun..... | 55 | 12 | 9 | — | — | — | — | 1 | — | — | — | — | — | — | 3 | 30 | — |
| Callahan..... | 10 | 3 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cameron..... | 266 | 111 | 74 | 37 | 35 | 1 | — | 1 | — | — | — | — | — | — | 3 | — | 4 |
| Camp..... | 13 | 5 | 6 | — | — | — | — | — | 1 | — | — | — | — | — | — | 1 | — |
| Carson..... | 27 | 13 | 13 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cass..... | 37 | 17 | 14 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Castro..... | 31 | 17 | 9 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chambers..... | 34 | 23 | 7 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Cherokee..... | 38 | 16 | 15 | 5 | — | — | — | 2 | — | — | — | — | — | — | — | — | — |
| Childress..... | 7 | 3 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Clay..... | 12 | 6 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cochran..... | 18 | 9 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Coke..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Coleman..... | 30 | 16 | 11 | 2 | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Collin..... | 390 | 127 | 196 | 29 | 2 | — | — | 1 | — | — | — | — | — | — | 5 | — | 30 |
| Collingswo..... | 9 | 5 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Colorado..... | 31 | 19 | 10 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Comal..... | 45 | 17 | 24 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Comanche..... | 20 | 12 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Concho..... | 3 | 1 | — | — | — | — | — | 1 | — | — | — | — | — | — | 1 | — | — |
| Cooke..... | 45 | 25 | 16 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Coryell..... | 29 | 11 | 13 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Cottle..... | 6 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Crane..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Crockett..... | 39 | 13 | 24 | — | — | — | — | — | — | — | — | 1 | — | — | 1 | — | — |
| Crosby..... | 24 | 15 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Culberson..... | 5 | — | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dallam..... | 50 | 24 | 19 | 3 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Dallas..... | 2377 | 653 | 936 | 198 | 114 | — | 16 | 68 | 15 | 9 | 87 | 47 | 11 | 28 | 98 | 9 | 10 |
| Dawson..... | 48 | 20 | 19 | 3 | 2 | — | 2 | 1 | — | — | — | — | — | — | — | 1 | — |
| De Witt..... | 9 | 7 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Deaf Smith..... | 40 | 23 | 15 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Delta..... | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Denton..... | 502 | 227 | 189 | 37 | 11 | — | — | 5 | — | 2 | 1 | — | — | 8 | 3 | 19 | 11 |
| Dickens..... | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dimmit..... | 7 | 2 | 4 | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — |
| Donley..... | 10 | 2 | 6 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Duval..... | 9 | 3 | 5 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Eastland..... | 43 | 19 | 19 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Ector..... | 154 | 33 | 90 | 9 | 4 | — | — | 4 | — | — | 2 | — | — | 1 | — | — | 11 |
| Edwards..... | 8 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| El Paso..... | 473 | 131 | 194 | 35 | 20 | 1 | — | 8 | 3 | — | 11 | 2 | 3 | 6 | 37 | 12 | 10 |
| Ellis..... | 129 | 47 | 56 | 10 | 1 | — | — | 1 | — | — | — | — | — | 1 | 1 | — | 1 |
| Erath..... | 44 | 13 | 24 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Falls..... | 7 | 3 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Fannin..... | 39 | 23 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |

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| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Texas—Cont. | | | | | | | | | | | | | | | |
| Fayette | 24 | 5 | 15 | — | — | — | — | 2 | — | — | — | — | — | 2 | — |
| Fisher | 19 | 10 | 6 | 2 | — | — | 1 | — | — | — | — | — | — | — | — |
| Floyd | 19 | 5 | 10 | 3 | — | — | 1 | — | — | — | — | — | — | — | — |
| Fort Bend | 158 | 53 | 67 | 6 | 8 | — | 1 | 2 | — | — | — | — | 3 | 1 | 17 |
| Franklin | 14 | 8 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Freestone | 11 | 3 | 6 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Frio | 20 | 9 | 5 | 4 | — | — | — | — | — | — | — | — | 2 | — | — |
| Games | 35 | 16 | 13 | 2 | — | — | 2 | — | — | — | — | — | 2 | — | — |
| Galveston | 267 | 90 | 126 | 26 | 10 | — | — | 1 | 3 | — | — | — | 7 | 1 | 3 |
| Garza | 16 | 5 | 8 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — |
| Gillespie | 29 | 6 | 18 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| Glasscock | 11 | 6 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Goliad | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Gonzales | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Gray | 38 | 11 | 20 | 2 | 2 | — | — | 3 | — | — | — | — | — | — | — |
| Grayson | 155 | 81 | 57 | 4 | 5 | 1 | — | — | — | — | 1 | — | 3 | — | 3 |
| Gregg | 162 | 51 | 74 | 11 | 5 | — | — | 6 | 1 | — | 1 | — | 5 | — | 7 |
| Grimes | 19 | 5 | 12 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Guadalupe | 78 | 39 | 25 | 12 | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Hale | 106 | 44 | 51 | 6 | 2 | — | — | — | — | — | — | — | — | — | 2 |
| Hall | 7 | 3 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hamilton | 29 | 9 | 18 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Hansford | 31 | 11 | 16 | 1 | 1 | — | — | 2 | — | — | — | — | — | — | 1 |
| Hardeman | 33 | 20 | 11 | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Hardin | 19 | 9 | 7 | 1 | — | — | — | 1 | — | — | — | — | — | — | 1 |
| Harris | 2395 | 662 | 958 | 174 | 99 | 5 | — | 68 | 14 | 1 | 12 | 93 | 45 | 14 | 56 |
| Harrison | 53 | 18 | 23 | 5 | 1 | — | 1 | 3 | — | — | — | 1 | — | 1 | — |
| Hartley | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Haskell | 16 | 3 | 11 | — | — | — | 1 | — | — | — | — | — | — | — | 1 |
| Hays | 79 | 28 | 32 | 3 | 4 | — | — | 2 | — | — | — | 1 | 1 | 3 | 2 |
| Hemphill | 13 | — | 9 | 2 | — | — | — | — | — | — | — | — | — | 1 | — |
| Henderson | 45 | 20 | 15 | 6 | — | — | — | 1 | — | — | — | 1 | — | 2 | — |
| Hidalgo | 348 | 111 | 125 | 46 | 49 | — | 2 | 4 | — | 1 | 1 | 6 | — | 1 | 1 |
| Hill | 30 | 15 | 13 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Hockley | 34 | 23 | 10 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Hood | 66 | 30 | 33 | 1 | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Hopkins | 28 | 11 | 15 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Houston | 37 | 15 | 20 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Howard | 74 | 25 | 27 | 5 | 12 | — | — | 2 | — | — | — | 2 | — | 1 | — |
| Hudspeth | 5 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hunt | 78 | 27 | 32 | 7 | 1 | 1 | 1 | — | — | — | — | 1 | — | 2 | 1 |
| Hutchinson | 26 | 5 | 17 | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — |
| Inon | 5 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 2 | — |
| Jack | 11 | 8 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jackson | 28 | 15 | 10 | — | — | — | 3 | — | — | — | — | — | — | — | — |
| Jasper | 15 | 4 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Jeff Davis | 22 | 1 | 16 | 2 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Jefferson | 175 | 69 | 74 | 11 | 6 | — | — | 4 | — | — | — | 2 | — | 2 | 5 |
| Jim Hogg | 8 | 2 | 1 | — | 1 | — | — | 1 | — | — | — | — | — | 1 | 1 |
| Jim Wells | 49 | 12 | 9 | 1 | 2 | — | — | — | — | — | — | — | — | 25 | — |
| Johnson | 139 | 62 | 58 | 8 | 3 | — | — | 3 | — | — | — | — | — | 3 | — |
| Jones | 38 | 19 | 17 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Karnes | 20 | 3 | 16 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Kaufman | 72 | 29 | 33 | 1 | 4 | — | — | — | — | — | — | — | — | 4 | — |
| Kendall | 59 | 20 | 29 | 4 | 1 | — | — | 2 | — | — | — | 1 | — | — | 2 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|----|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | | |
| Texas—Cont. | | | | | | | | | | | | | | | | |
| Kenedy..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kent..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kerr..... | 69 | 20 | 39 | 4 | 1 | — | — | 1 | — | — | — | — | — | 1 | — | 3 |
| Kimble..... | 17 | 6 | 6 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| King..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Kinney..... | 7 | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | 3 | — | — |
| Kieberg..... | 23 | 12 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Knox..... | 13 | 8 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| La Salle..... | 10 | 2 | 3 | 1 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| Lamar..... | 70 | 32 | 29 | 3 | 3 | — | — | — | — | 1 | — | — | — | 1 | — | 1 |
| Lamb..... | 44 | 20 | 14 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | 3 |
| Lampasas..... | 41 | 14 | 26 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lavaca..... | 11 | 3 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Lee..... | 9 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Leon..... | 32 | 9 | 22 | — | — | — | — | — | — | — | — | 1 | — | — | — | — |
| Liberty..... | 43 | 20 | 18 | 1 | — | — | — | — | — | — | — | — | — | 4 | — | — |
| Limestone..... | 11 | 1 | 5 | 1 | — | — | — | 1 | 1 | 2 | — | — | — | — | — | — |
| Lipscomb..... | 15 | 7 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Live Oak..... | 10 | 3 | 5 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Llano..... | 44 | 22 | 17 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | 1 |
| Lubbock..... | 257 | 63 | 106 | 27 | 19 | — | 1 | 5 | — | — | 1 | 2 | — | 2 | 2 | 29 |
| Lynn..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Madison..... | 7 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Marion..... | 7 | 5 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Martin..... | 11 | 2 | 8 | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Mason..... | 5 | — | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Matagorda..... | 51 | 26 | 23 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — |
| Maverick..... | 23 | 3 | 14 | 1 | 2 | — | — | — | — | — | — | 1 | — | 2 | — | — |
| McClulloch..... | 13 | 1 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | 3 | — | — |
| McLennan..... | 223 | 107 | 77 | 13 | 8 | — | — | 8 | — | — | 1 | 1 | 1 | 5 | — | 5 |
| McMullen..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mertens..... | 47 | 20 | 21 | 2 | 2 | — | — | — | — | — | — | — | — | 2 | — | — |
| Menard..... | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Midland..... | 420 | 160 | 134 | 41 | 31 | 5 | — | 9 | 1 | — | — | 14 | — | 1 | 9 | 12 |
| Milan..... | 26 | 13 | 12 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Mills..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mitchell..... | 11 | 4 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Montague..... | 16 | 6 | 9 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Montgomery..... | 169 | 58 | 76 | 9 | 7 | — | 1 | 5 | — | — | — | 1 | — | 5 | 3 | 4 |
| Moore..... | 28 | 15 | 11 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Morris..... | 6 | 1 | 4 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Motley..... | 3 | — | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Nacogdoche..... | 49 | 26 | 19 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — | 1 |
| Navarro..... | 51 | 26 | 17 | 3 | 2 | — | — | 1 | — | — | — | 1 | — | — | 1 | — |
| Newton..... | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Nolan..... | 16 | 4 | 10 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Nueces..... | 197 | 56 | 83 | 18 | 16 | 1 | 5 | 4 | — | — | — | 3 | — | 4 | 4 | 3 |
| Ochiltree..... | 39 | 13 | 23 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Oldham..... | 27 | 19 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Orange..... | 48 | 19 | 21 | 3 | 2 | — | — | — | — | — | — | — | — | 1 | — | 2 |
| Palo Pinto..... | 81 | 27 | 27 | 7 | 2 | — | — | 2 | — | — | — | 1 | — | 14 | 1 | — |
| Panola..... | 22 | 11 | 8 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Parker..... | 137 | 59 | 63 | 6 | 1 | — | — | 1 | — | — | — | 1 | — | — | 1 | — |
| Parmer..... | 30 | 21 | 7 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Pecos..... | 56 | 22 | 23 | 3 | 5 | — | — | 1 | — | — | — | — | — | — | — | 2 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|----------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3 + Engine | 2-Engine | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | | | | 1-12 Place | 13 + Place | | | |
| Texas—Cont. | | | | | | | | | | | | | | | | | |
| Polk | 21 | 9 | 11 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Potter | 244 | 74 | 115 | 15 | 11 | — | — | 6 | — | — | — | 2 | — | — | 3 | 5 | 13 |
| Presidio | 16 | 7 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rains | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Randall | 32 | 13 | 12 | — | 1 | — | — | 1 | — | — | — | — | 1 | — | 2 | — | 2 |
| Reagan | 13 | 7 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Real | 7 | 3 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Red River | 27 | 19 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Reeves | 54 | 36 | 16 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Refugio | 30 | 13 | 6 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | 7 |
| Roberts | 6 | 1 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Robertson | 30 | 16 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | 1 | 1 | 1 |
| Rockwall | 53 | 20 | 27 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Runnels | 19 | 12 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Rusk | 29 | 12 | 14 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Sabine | 8 | 1 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| San August | 5 | — | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| San Jacint | 5 | 2 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| San Patric | 57 | 23 | 25 | 7 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| San Saba | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Schleicher | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Scurry | 38 | 8 | 21 | 2 | 5 | — | — | 1 | — | — | 1 | — | — | — | — | — | — |
| Shackelford | 9 | 2 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Shelby | 22 | 6 | 13 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Sherman | 15 | 5 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Smith | 171 | 29 | 91 | 16 | 5 | — | — | 14 | — | — | — | 7 | 1 | — | — | 2 | 6 |
| Somervell | 8 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Starr | 10 | 2 | 3 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | 1 | — | — |
| Stephens | 32 | 17 | 7 | 3 | 1 | — | — | 1 | — | — | 1 | 1 | — | — | — | — | — |
| Sterling | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | 2 | — | — |
| Stonewall | 6 | 4 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sutton | 12 | 3 | 4 | — | 1 | — | — | 1 | — | — | — | — | — | — | 3 | — | — |
| Swisher | 45 | 23 | 17 | 1 | — | — | — | 1 | — | — | — | 2 | — | — | 1 | — | — |
| Tarrant | 1842 | 586 | 798 | 139 | 45 | 1 | 1 | 29 | 9 | — | 1 | 30 | 6 | 2 | 34 | 95 | 66 |
| Taylor | 187 | 51 | 95 | 20 | 11 | — | — | 5 | — | — | — | 1 | — | — | — | — | 4 |
| Terrell | 4 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Terry | 34 | 20 | 10 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | 1 |
| Throckmort | 3 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Titus | 23 | 5 | 13 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | 2 | — | — |
| Tom Green | 152 | 47 | 72 | 6 | 3 | — | — | 4 | 2 | — | — | 2 | 5 | — | 4 | — | 5 |
| Travis | 653 | 151 | 291 | 55 | 29 | — | — | 25 | 3 | — | 20 | 5 | — | — | 10 | 14 | 50 |
| Trinity | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Tyler | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Upshur | 29 | 6 | 20 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Upton | 9 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Uvalde | 78 | 34 | 29 | 5 | 2 | — | — | 1 | 1 | — | — | — | — | — | 5 | — | 1 |
| Val Verde | 84 | 14 | 51 | 3 | 10 | — | — | 1 | — | — | — | 2 | — | — | 2 | — | 1 |
| Van Zandt | 39 | 15 | 12 | 1 | — | — | — | — | — | — | — | — | — | — | 11 | — | — |
| Victoria | 111 | 39 | 45 | 8 | 3 | — | — | 3 | 1 | — | — | — | 1 | — | 1 | 5 | — |
| Walker | 29 | 13 | 12 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Waller | 64 | 33 | 22 | 6 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Ward | 23 | 6 | 12 | 1 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Washington | 24 | 11 | 9 | 2 | 1 | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Webb | 80 | 15 | 24 | 7 | 8 | 3 | — | 6 | 1 | — | — | 7 | — | — | 1 | 7 | 1 |
| Wharton | 131 | 96 | 23 | 5 | — | — | 3 | 2 | — | — | — | — | — | — | 2 | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbopjet | | | | Rotorcraft | | Other |
|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
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| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Texas—Cont. | | | | | | | | | | | | | | | | | |
| Wheeler | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wichita | 203 | 63 | 86 | 16 | 19 | — | — | 9 | — | — | — | 1 | — | — | 7 | 1 | 1 |
| Wilbarger | 70 | 35 | 21 | 2 | — | — | 2 | 1 | — | — | — | 1 | — | — | 7 | 1 | — |
| Willacy | 39 | 26 | 12 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Williamson | 154 | 65 | 61 | 11 | 1 | — | 1 | 2 | — | — | — | — | — | — | 2 | — | 11 |
| Wilson | 27 | 12 | 10 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Winkler | 9 | — | 4 | 2 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Wise | 77 | 32 | 39 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wood | 45 | 19 | 22 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Yoakum | 22 | 11 | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Young | 41 | 14 | 18 | 2 | 3 | — | 2 | — | — | — | — | — | — | — | 2 | — | — |
| Zapala | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Zavala | 18 | 9 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Unknown | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | 1 | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total | 20574 | 7081 | 8573 | 1479 | 798 | 20 | 57 | 413 | 63 | 4 | 52 | 325 | 117 | 39 | 443 | 433 | 677 |
| Utah | | | | | | | | | | | | | | | | | |
| Beaver | 9 | 2 | 3 | — | — | — | — | 1 | — | — | — | — | — | — | 3 | — | — |
| Box Elder | 62 | 25 | 31 | 1 | 1 | — | — | — | — | — | — | 1 | — | — | 3 | — | — |
| Cache | 71 | 23 | 35 | 4 | 1 | — | — | 2 | — | — | — | — | — | — | 2 | 2 | 2 |
| Carbon | 20 | 6 | 13 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Daggett | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Davis | 165 | 55 | 87 | 6 | 2 | — | — | 3 | 2 | — | — | — | — | — | 2 | 4 | 4 |
| Duchesne | 29 | 9 | 13 | 2 | 1 | — | — | — | — | — | — | — | — | — | 2 | 1 | 1 |
| Emery | 21 | 4 | 17 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Garfield | 9 | 2 | 6 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Grand | 9 | 3 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Iron | 42 | 14 | 23 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Juab | 10 | 2 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kane | 15 | 4 | 9 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Millard | 20 | 8 | 12 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan | 18 | 5 | 6 | 2 | — | — | — | 1 | — | — | — | — | — | — | — | — | 4 |
| Piute | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Rich | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Salt Lake | 669 | 147 | 284 | 51 | 28 | — | — | 18 | 19 | 1 | 1 | 26 | 17 | 6 | 16 | 24 | 31 |
| San Juan | 13 | 3 | 9 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — |
| San Pete | 15 | 5 | 7 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Sevier | 14 | 5 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Summit | 47 | 10 | 19 | 3 | 1 | — | — | — | — | — | — | 1 | — | — | 1 | — | 12 |
| Tooele | 26 | 10 | 11 | 2 | — | — | — | — | — | — | — | — | — | — | 2 | 1 | — |
| Uintah | 40 | 12 | 25 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Utah | 234 | 44 | 80 | 15 | 12 | — | — | 6 | 1 | — | — | 2 | — | — | 6 | 50 | 18 |
| Wasatch | 20 | 7 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 |
| Washington | 88 | 32 | 46 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wayne | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Weber | 159 | 52 | 82 | 6 | 7 | — | — | — | — | 1 | 2 | 2 | — | — | 1 | — | 6 |
| State Total | 1836 | 492 | 855 | 107 | 61 | — | — | 31 | 22 | 2 | 3 | 32 | 17 | 6 | 40 | 83 | 85 |
| Vermont | | | | | | | | | | | | | | | | | |
| Addison | 56 | 21 | 29 | 2 | 2 | — | — | — | — | — | — | 1 | — | — | — | — | 1 |
| Bennington | 65 | 27 | 28 | 6 | 2 | — | — | — | — | — | — | — | — | — | 1 | 1 | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other |
|----------------------|------------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----------|------------|----------|-----------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Vermont—Cont. | | | | | | | | | | | | | | | |
| Caledonia..... | 23 | 8 | 15 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chittenden..... | 187 | 55 | 81 | 9 | 6 | — | — | 4 | — | 6 | 5 | — | 4 | 4 | 13 |
| Essex..... | 7 | 2 | 3 | — | 1 | — | — | — | — | — | — | — | 1 | — | — |
| Franklin..... | 36 | 21 | 13 | — | 2 | — | — | — | — | — | — | — | — | — | — |
| Grand Isle..... | 18 | 10 | 8 | — | — | — | — | — | — | — | — | — | — | — | — |
| Lamoille..... | 27 | 12 | 8 | — | — | — | — | 1 | — | — | — | — | — | 1 | 5 |
| Orange..... | 19 | 8 | 9 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| Orleans..... | 19 | 10 | 8 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Rutland..... | 59 | 21 | 33 | 3 | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Washington..... | 87 | 32 | 37 | 3 | — | — | — | — | — | — | — | — | 1 | — | 14 |
| Windham..... | 59 | 17 | 33 | 2 | — | — | — | — | — | — | 1 | — | 4 | — | 2 |
| Windsor..... | 70 | 26 | 27 | 4 | 2 | — | — | 1 | — | — | — | — | — | 1 | 9 |
| State Total | 732 | 270 | 332 | 29 | 15 | — | — | 6 | — | 6 | 7 | — | 12 | 7 | 48 |
| Virginia | | | | | | | | | | | | | | | |
| Acomac..... | 49 | 16 | 22 | 2 | — | — | — | 1 | 1 | 3 | — | 2 | — | 2 | — |
| Albemarle..... | 11 | 3 | 2 | 2 | — | — | — | 1 | — | — | — | — | — | 1 | 2 |
| Alexandria..... | 154 | 30 | 86 | 13 | 6 | — | — | 1 | — | 2 | 5 | 1 | 1 | — | 8 |
| Amelia..... | 9 | 4 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Amherst..... | 11 | 2 | 7 | — | 1 | — | — | — | — | — | — | — | 1 | — | — |
| Appomattox..... | 4 | 1 | 2 | — | — | — | — | — | — | — | 1 | — | — | — | — |
| Arlington..... | 130 | 37 | 47 | 5 | 4 | — | — | — | 11 | — | 1 | 6 | — | 7 | 12 |
| Augusta..... | 21 | 9 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | 1 |
| Bath..... | 7 | 1 | 2 | 1 | — | — | — | 1 | — | — | — | — | — | 2 | — |
| Bedford..... | 54 | 24 | 23 | 4 | — | — | — | 1 | — | — | 1 | — | — | — | 1 |
| Bedford..... | 5 | 3 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Bland..... | 4 | — | 3 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Botetourt..... | 35 | 7 | 10 | 1 | — | — | — | — | — | — | 1 | — | 8 | 3 | 5 |
| Bristol..... | 21 | 9 | 3 | 1 | 1 | — | — | 2 | — | — | 1 | 1 | 1 | 2 | — |
| Brunswick..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Buchanan..... | 9 | 4 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Buckingham..... | 3 | — | 2 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Campbell..... | 20 | 8 | 9 | 2 | — | — | — | — | — | — | — | — | — | 1 | — |
| Caroline..... | 5 | — | 4 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Carroll..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Charles Ci..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Charlotte..... | 5 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Charlottesville..... | 66 | 19 | 24 | 5 | 2 | — | — | 2 | — | — | 2 | — | — | — | 12 |
| Chesapeake..... | 90 | 36 | 35 | 6 | 6 | — | — | 3 | — | — | 1 | — | 3 | — | — |
| Cheslerlie..... | 47 | 15 | 19 | 7 | 1 | — | — | — | — | — | — | — | 3 | — | 2 |
| Clarke..... | 7 | 2 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Clifton Fo..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Colonial H..... | 3 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Covington..... | 3 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Craig..... | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| Culpeper..... | 43 | 16 | 19 | 1 | — | — | — | 3 | 2 | — | — | — | — | — | 2 |
| Cumberland..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Danville..... | 43 | 19 | 20 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | 1 |
| Dickenson..... | 9 | 2 | 3 | — | — | — | — | — | — | — | — | — | 3 | 1 | — |
| Dimwiddie..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Emporia..... | 4 | 1 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Essex..... | 9 | 2 | 5 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Fairfax..... | 130 | 26 | 57 | 5 | 4 | — | — | 1 | 7 | — | 2 | 3 | 3 | 1 | 11 |
| Fairfax..... | 336 | 101 | 173 | 18 | 5 | — | — | — | 1 | — | 4 | 1 | 8 | 5 | 19 |
| Falls Chur..... | 58 | 13 | 31 | 3 | — | — | — | 1 | — | — | — | 1 | 4 | 1 | 3 |
| Fauquier..... | 20 | 49 | 22 | 3 | — | — | — | 1 | — | — | — | 1 | 1 | — | 9 |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turbopjet | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | 3 + Engine | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Virginia—Cont. | | | | | | | | | | | | | | | |
| Floyd..... | 6 | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Fluvanna..... | 6 | — | 5 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Franklin..... | 17 | 6 | 10 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Franklin..... | 4 | 1 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Frederick..... | 10 | 7 | 2 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Fredericks..... | 58 | 20 | 28 | 6 | — | — | — | 1 | — | — | — | — | 2 | — | 1 |
| Galax..... | 6 | — | 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Giles..... | 4 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Gloucester..... | 29 | 12 | 14 | — | 1 | — | — | — | — | — | — | — | — | — | 2 |
| Goochland..... | 3 | — | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Greene..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Halifax..... | 15 | 8 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Hampton..... | 63 | 21 | 26 | 4 | 2 | — | 1 | — | — | — | 3 | — | — | 2 | 4 |
| Hanover..... | 79 | 26 | 35 | 9 | 1 | — | — | — | — | — | 1 | — | — | — | 7 |
| Harrisonbu..... | 38 | 15 | 17 | 5 | — | — | — | — | — | — | — | — | — | — | 1 |
| Henrico..... | 46 | 9 | 19 | 6 | 3 | — | — | 2 | — | — | 3 | — | 1 | 2 | 1 |
| Henry..... | 33 | 15 | 15 | 1 | — | — | — | — | — | — | 2 | — | — | — | — |
| Hopewell..... | 9 | 4 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Isle Of Wi..... | 22 | 7 | 6 | 1 | — | — | — | — | — | — | 1 | — | 1 | — | 6 |
| James City..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| King And Q..... | 4 | — | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| King Georg..... | 11 | 4 | 5 | — | 2 | — | — | — | — | — | — | — | — | — | — |
| King Willi..... | 6 | 2 | 3 | — | 1 | — | — | — | — | — | — | — | — | — | — |
| Lancaster..... | 32 | 9 | 19 | 1 | 1 | — | — | — | 1 | — | — | — | 1 | — | — |
| Lee..... | 13 | 8 | 3 | — | 1 | — | — | — | — | — | — | — | 1 | — | — |
| Lexington..... | 5 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Loudoun..... | 114 | 35 | 56 | 3 | — | — | — | 3 | — | — | 2 | 1 | 1 | — | 13 |
| Louisa..... | 35 | 11 | 21 | 2 | — | — | — | — | — | — | — | — | 1 | — | — |
| Lunenburg..... | 8 | 2 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Lynchburg..... | 79 | 22 | 34 | 5 | 5 | — | — | 4 | — | — | 1 | — | 1 | — | 7 |
| Madison..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Martinsvil..... | 30 | 16 | 12 | — | — | — | — | — | 1 | — | — | — | — | — | 1 |
| Mathews..... | 7 | 2 | 3 | — | — | — | — | — | — | — | — | — | 1 | — | 1 |
| Mecklenbur..... | 25 | 7 | 12 | 4 | 1 | — | — | 1 | — | — | — | — | — | — | — |
| Middlesex..... | 10 | 6 | 2 | — | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Montgomery..... | 36 | 15 | 14 | 3 | — | — | — | 2 | — | — | — | — | — | — | 2 |
| Nansemond..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Nelson..... | 12 | 2 | 6 | — | 1 | — | — | — | — | — | — | — | 2 | — | 1 |
| New Kent..... | 25 | 18 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| Newport Ne..... | 92 | 38 | 44 | 1 | 1 | — | — | 2 | — | — | 1 | — | 2 | 1 | 2 |
| Norfolk..... | 131 | 60 | 41 | 5 | 4 | — | — | 4 | 1 | — | 5 | 3 | 4 | — | 4 |
| Northampto..... | 12 | 4 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Northumber..... | 7 | — | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Nottoway..... | 15 | 8 | 6 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Orange..... | 18 | 6 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — |
| Page..... | 21 | 6 | 15 | — | — | — | — | — | — | — | — | — | — | — | — |
| Patrick..... | 9 | 5 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Petersburg..... | 20 | 10 | 6 | 2 | — | — | — | — | — | — | 1 | — | — | — | — |
| Pittsylvan..... | 8 | 3 | 4 | — | — | — | — | — | — | — | — | — | 1 | — | — |
| Portsmouth..... | 20 | 7 | 7 | 2 | 2 | — | — | — | — | — | — | — | 2 | — | — |
| Powhatan..... | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Prince Edw..... | 10 | 1 | 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Prince Geo..... | 6 | 1 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Prince Wil..... | 185 | 65 | 91 | 7 | 3 | — | — | 4 | 1 | — | — | — | 5 | 2 | 8 |
| Pulaski..... | 8 | 1 | 6 | 1 | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
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| State and County | Total | Piston | | | | | Turboprop | | | Turbosjet | | | Rotorcraft | | Other |
|-------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | | | | |
| Virginia—Cont. | | | | | | | | | | | | | | | |
| Radford..... | 10 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Rappahanno..... | 4 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Richmond..... | 240 | 68 | 95 | 22 | 7 | — | — | 11 | 1 | — | — | 9 | 3 | 2 | 5 |
| Roanoke..... | 10 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Roanoke..... | 87 | 17 | 45 | 7 | 1 | — | — | 2 | — | — | — | 2 | — | 2 | 9 |
| Rockbridge..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Rockingham..... | 74 | 25 | 14 | 7 | 15 | — | — | 11 | — | — | 1 | — | — | 1 | — |
| Russell..... | 11 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Salem..... | 22 | 3 | 8 | 3 | — | — | — | — | 1 | — | — | — | — | 2 | 5 |
| Scott..... | 2 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Shenandoah..... | 45 | 15 | 22 | — | 1 | — | — | — | — | — | — | — | — | 5 | 1 |
| Smyth..... | 20 | 8 | 8 | 1 | 2 | — | — | 1 | — | — | — | — | — | — | — |
| South Bost..... | 10 | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Southampton..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Spotsylvan..... | 9 | 2 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Stafford..... | 41 | 14 | 21 | 3 | — | — | — | — | — | — | — | — | — | — | 3 |
| Staunton..... | 23 | 8 | 9 | 1 | 2 | — | — | — | — | — | — | — | — | — | 3 |
| Suffolk..... | 25 | 6 | 13 | 3 | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Surry..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Sussex..... | 5 | — | 5 | — | — | — | — | — | — | — | — | — | — | — | — |
| Tazewell..... | 14 | 7 | 6 | — | — | — | — | 1 | — | — | — | — | — | — | — |
| Virginia B..... | 166 | 52 | 65 | 21 | 8 | — | — | 4 | — | — | — | 2 | — | 1 | 3 |
| Warren..... | 23 | 12 | 6 | 1 | — | — | — | — | — | — | — | — | — | 1 | 1 |
| Washington..... | 26 | 7 | 12 | 4 | 2 | — | — | — | — | — | — | — | — | — | 1 |
| Waynesboro..... | 23 | 10 | 8 | 2 | 2 | — | — | — | — | — | — | — | — | — | 1 |
| Westmoreland..... | 3 | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — |
| Williamsbu..... | 48 | 14 | 26 | 3 | — | — | — | 1 | — | — | — | 2 | — | — | 2 |
| Winchester..... | 43 | 20 | 12 | 4 | 2 | — | — | 3 | — | — | — | — | — | 1 | 1 |
| Wise..... | 23 | 5 | 13 | 1 | 2 | — | — | 1 | — | — | — | — | — | 1 | — |
| Wythe..... | 9 | 2 | 5 | — | — | — | — | — | — | — | — | — | — | — | 2 |
| York..... | 23 | 6 | 14 | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 |
| Unknown..... | 5 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unknown..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 4050 | 1334 | 1805 | 251 | 110 | — | 1 | 79 | 28 | 9 | 7 | 52 | 21 | 9 | 219 |
| Washington | | | | | | | | | | | | | | | |
| Adams..... | 60 | 31 | 23 | 1 | — | — | — | — | — | — | — | 2 | — | 3 | — |
| Asotin..... | 42 | 12 | 22 | — | 1 | — | — | — | — | — | — | — | — | 3 | 2 |
| Benton..... | 156 | 52 | 80 | 4 | 1 | — | — | 2 | 1 | — | — | — | — | 4 | 2 |
| Chelan..... | 186 | 52 | 77 | 15 | 5 | 6 | — | 2 | — | — | — | 1 | — | 12 | 9 |
| Clallam..... | 147 | 47 | 75 | 5 | 5 | — | — | — | — | — | — | — | — | 6 | 9 |
| Clark..... | 352 | 141 | 177 | 11 | 9 | — | — | — | — | — | — | — | — | 10 | 1 |
| Columbia..... | 9 | 5 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Cowlitz..... | 94 | 35 | 49 | 3 | — | — | — | 1 | — | — | — | — | — | 1 | 5 |
| Douglas..... | 22 | 14 | 7 | — | — | — | — | — | — | — | — | — | — | 1 | — |
| Ferry..... | 8 | 1 | 7 | — | — | — | — | — | — | — | — | — | — | — | — |
| Franklin..... | 108 | 46 | 47 | 5 | 2 | — | — | — | — | — | — | — | — | 8 | — |
| Garfield..... | 11 | 7 | 4 | — | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 191 | 67 | 101 | 11 | 3 | — | 1 | — | — | — | — | — | — | 3 | — |
| Grays Harb..... | 82 | 33 | 41 | 5 | — | — | — | — | — | — | — | — | — | 1 | — |
| Island..... | 96 | 37 | 52 | 2 | 3 | — | — | — | — | — | — | — | — | 1 | — |
| Jefferson..... | 51 | 21 | 28 | 1 | — | — | — | — | — | — | — | — | — | — | 1 |
| King..... | 2552 | 765 | 1252 | 130 | 47 | 2 | 4 | 25 | 3 | — | 14 | 31 | 8 | 12 | 59 |
| Kitsap..... | 164 | 60 | 93 | 4 | 2 | — | — | — | — | — | — | — | — | 4 | — |
| Kittitas..... | 65 | 25 | 32 | 4 | 2 | — | — | 1 | — | — | — | — | — | 1 | 1 |
| Klickitat..... | 46 | 24 | 19 | — | — | — | — | — | — | — | — | — | — | 1 | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboprop | | | Rotorcraft | | | Other | |
|-------------------------|-------------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|------------|-----------|---------------|------------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | 3 + Engine | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | | | 13 + Place | | 3 + Engine |
| Washington—Cont. | | | | | | | | | | | | | | | | | |
| Lewis..... | 116 | 49 | 51 | 8 | 2 | — | — | — | — | — | — | — | — | — | 4 | — | 2 |
| Lincoln..... | 54 | 30 | 22 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mason..... | 44 | 13 | 25 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | 3 | — |
| Okanogan..... | 128 | 64 | 53 | 3 | 4 | — | — | — | — | — | — | — | — | 2 | 1 | — | — |
| Pacific..... | 6 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Pend Oreil..... | 13 | 9 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Pierce..... | 693 | 285 | 322 | 37 | 12 | 1 | — | 4 | — | — | — | 7 | 1 | — | 5 | 13 | 6 |
| San Juan..... | 178 | 42 | 116 | 6 | 7 | — | — | 2 | — | — | — | 1 | — | — | 3 | — | 1 |
| Skagit..... | 156 | 48 | 87 | 7 | 1 | — | — | — | — | — | — | — | — | 7 | — | — | 6 |
| Skamania..... | 12 | 7 | 4 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Snohomish..... | 826 | 304 | 385 | 43 | 19 | — | 9 | 2 | 1 | — | 3 | 1 | — | 2 | 14 | 16 | 27 |
| Spokane..... | 558 | 192 | 242 | 35 | 16 | — | — | 7 | — | — | — | 8 | — | — | 11 | 17 | 30 |
| Stevens..... | 63 | 21 | 36 | 2 | 1 | — | — | — | — | — | — | — | — | — | 2 | — | 1 |
| Thurston..... | 225 | 79 | 107 | 8 | 7 | — | — | 4 | — | — | — | 1 | — | — | 5 | 13 | 1 |
| Wahkiakum..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Walla Wall..... | 129 | 63 | 43 | 4 | 7 | — | — | — | — | — | — | — | — | 10 | — | 2 | — |
| Whatcom..... | 196 | 70 | 91 | 6 | 3 | — | — | 3 | — | — | — | — | — | 4 | 13 | 6 | — |
| Whitman..... | 136 | 71 | 60 | — | 2 | — | — | — | — | — | — | — | — | 2 | — | — | — |
| Yakima..... | 274 | 125 | 111 | 7 | 8 | — | — | 4 | — | — | — | — | — | 13 | — | — | 6 |
| State Total..... | 8254 | 2950 | 3952 | 370 | 172 | 9 | 14 | 58 | 5 | — | 17 | 52 | 9 | 14 | 201 | 194 | 237 |
| West Virginia | | | | | | | | | | | | | | | | | |
| Barbour..... | 20 | 6 | 9 | 3 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Berkeley..... | 41 | 11 | 20 | 9 | — | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Boone..... | 6 | 4 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Braxton..... | 7 | 2 | 4 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Brooke..... | 9 | 3 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cabell..... | 91 | 20 | 51 | 9 | 2 | — | — | 2 | — | — | — | — | — | — | — | 1 | 6 |
| Clay..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fayette..... | 31 | 9 | 20 | — | — | — | — | 1 | — | — | — | — | — | — | — | 1 | — |
| Gilmer..... | 5 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 13 | 3 | 7 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | 1 | — |
| Greenbrier..... | 35 | 12 | 15 | 3 | 2 | — | — | 1 | — | — | — | — | — | — | — | 2 | — |
| Hampshire..... | 13 | 7 | 4 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hancock..... | 32 | 14 | 16 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hardy..... | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Harrison..... | 64 | 24 | 27 | 5 | 2 | — | — | 1 | — | — | — | 1 | — | — | 2 | — | — |
| Jackson..... | 31 | 16 | 11 | 1 | — | — | — | — | — | — | — | — | — | 1 | 1 | — | — |
| Jefferson..... | 20 | 7 | 11 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Kanawha..... | 174 | 33 | 79 | 29 | 2 | — | — | 5 | 1 | — | — | 3 | — | — | — | 10 | 12 |
| Lewis..... | 12 | 6 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Lincoln..... | 3 | — | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Logan..... | 16 | 5 | 8 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Marion..... | 46 | 24 | 13 | 5 | — | — | — | 2 | — | — | 1 | — | — | 1 | — | — | — |
| Marshall..... | 21 | 6 | 10 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mason..... | 21 | 13 | 7 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| McDowell..... | 15 | 3 | 9 | 1 | — | — | — | — | — | — | — | — | — | 1 | 1 | — | — |
| Mercer..... | 19 | 6 | 9 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | 1 | — |
| Mineral..... | 41 | 28 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Mingo..... | 23 | 3 | 8 | 2 | 1 | — | — | 1 | — | — | — | 1 | — | — | — | 7 | — |
| Monongalia..... | 37 | 11 | 21 | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — |
| Monroe..... | 7 | 4 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Morgan..... | 22 | 12 | 7 | 1 | — | — | — | 1 | — | — | — | — | — | 1 | — | — | — |
| Nicholas..... | 28 | 9 | 10 | 5 | 2 | — | — | 2 | — | — | — | — | — | — | — | — | — |
| Ohio..... | 35 | 15 | 8 | 5 | 3 | — | — | 1 | — | — | — | — | — | 1 | — | — | — |
| Pendleton..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | Turboshaft | | | Rotorcraft | | Other | |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|------------------|---------------|---------------|------------|-------|-------|---------------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | Single Engine | Multi-Engine | | Piston | Turbo | | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3-Engine | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | | 1-12 Place | | 13 + Place | 1-12 Place | | | | 13 + Place |
| | | | | | | | | | | | | | | | | |
| West Virginia— | | | | | | | | | | | | | | | | |
| Cont. | | | | | | | | | | | | | | | | |
| Pocahontas..... | 3 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Preston..... | 31 | 13 | 15 | 1 | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Putnam..... | 26 | 13 | 11 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Raleigh..... | 46 | 11 | 18 | 6 | 2 | — | — | 2 | — | — | — | — | — | 2 | 3 | 2 |
| Randolph..... | 34 | 8 | 18 | 5 | — | — | — | — | — | — | — | — | — | — | 3 | — |
| Ritchie..... | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Roane..... | 20 | 6 | 11 | 1 | — | — | — | — | — | — | — | — | 2 | — | — | — |
| Summers..... | 12 | 4 | 8 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Taylor..... | 5 | 1 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Tucker..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Tyler..... | 9 | 1 | 7 | — | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Upshur..... | 7 | — | 3 | — | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Wayne..... | 16 | 5 | 7 | 3 | — | — | — | — | — | — | — | — | 1 | — | — | — |
| Webster..... | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Wetzel..... | 6 | 2 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Wirt..... | 2 | 1 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | — |
| Wood..... | 58 | 15 | 33 | 2 | 3 | — | — | 2 | — | — | 1 | — | 1 | 1 | — | — |
| Wyoming..... | 8 | 3 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| State Total..... | 1238 | 410 | 565 | 115 | 31 | — | — | 26 | 1 | — | 1 | 7 | — | 18 | 32 | 32 |
| Wisconsin | | | | | | | | | | | | | | | | |
| Adams..... | 15 | 4 | 10 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Ashland..... | 36 | 19 | 15 | — | — | — | — | — | — | — | 1 | — | 1 | — | — | — |
| Barron..... | 63 | 31 | 30 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Bayfield..... | 15 | 9 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Brown..... | 146 | 65 | 56 | 13 | 1 | — | — | 6 | — | — | 1 | 1 | 1 | — | — | — |
| Buffalo..... | 12 | 8 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Burnett..... | 20 | 14 | 6 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Calumet..... | 15 | 10 | 3 | 2 | — | — | — | — | — | — | — | — | — | — | — | — |
| Chippewa..... | 76 | 43 | 28 | — | 3 | — | — | — | — | — | — | — | 1 | — | — | — |
| Clark..... | 45 | 19 | 25 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Columbia..... | 101 | 50 | 45 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Crawford..... | 11 | 2 | 6 | 1 | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Dane..... | 471 | 169 | 210 | 39 | 10 | — | — | 9 | — | — | 3 | — | 6 | 1 | 2 | — |
| Dodge..... | 59 | 29 | 25 | 2 | — | — | — | — | — | — | — | — | 2 | — | — | — |
| Door..... | 28 | 15 | 10 | — | 1 | — | — | — | — | — | — | — | 1 | — | — | — |
| Douglas..... | 51 | 19 | 24 | 4 | — | — | — | 1 | — | — | — | — | — | 1 | — | — |
| Dunn..... | 42 | 24 | 17 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Eau Claire..... | 39 | 11 | 21 | 3 | — | — | — | — | — | — | — | — | 1 | 1 | — | — |
| Florence..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fond Du La..... | 137 | 77 | 36 | 10 | 2 | — | — | 1 | 1 | — | 1 | — | 8 | — | — | — |
| Forest..... | 6 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Grant..... | 52 | 23 | 25 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Green..... | 53 | 30 | 18 | 1 | 2 | — | — | — | — | — | 1 | — | — | — | — | — |
| Green Lake..... | 25 | 13 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| Iowa..... | 23 | 12 | 8 | — | 1 | 1 | — | — | — | — | — | — | 1 | — | — | — |
| Iron..... | 5 | 2 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Jackson..... | 77 | 8 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Jefferson..... | 114 | 55 | 30 | 2 | 3 | — | — | 1 | — | — | 2 | — | 10 | 4 | — | — |
| Jameau..... | 30 | 13 | 15 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — |
| Kenosha..... | 100 | 50 | 43 | 8 | 2 | — | — | — | — | — | — | — | — | — | — | — |
| Kewaunee..... | 17 | 10 | 4 | 1 | — | — | — | — | — | — | — | — | 2 | — | — | — |
| La Crosse..... | 78 | 28 | 38 | 1 | 1 | — | — | 5 | — | — | — | — | — | — | 1 | — |
| Lafayette..... | 10 | 6 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Langlade..... | 18 | 9 | 8 | — | 1 | — | — | — | — | — | — | — | — | — | — | — |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|------------------|-------|---------------|--------------|--------------|--------------|---------------|------------------|--------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | 3 + Engine | 2-Engine | | 3 + Engine | | | | | |
| | | | | 1-6 Place | 7 + Place | | | | | 1-12 Place | | | 13 + Place | 1-12 Place | | | |
| Wisconsin—Cont. | | | | | | | | | | | | | | | | | |
| Lincoln | 77 | 41 | 26 | 3 | 1 | — | — | 1 | — | — | — | — | — | — | 3 | — | |
| Manitowoc | 54 | 15 | 30 | 3 | 1 | — | — | 1 | — | — | — | 1 | — | — | 3 | — | |
| Marathon | 87 | 48 | 28 | 4 | 1 | — | — | 1 | 1 | — | — | 1 | — | — | 2 | — | |
| Marquette | 38 | 21 | 16 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Marquette | 23 | 7 | 13 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Menominee | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Milwaukee | 489 | 154 | 210 | 31 | 19 | — | 2 | 19 | 6 | — | — | 13 | — | — | 10 | 2 | |
| Monroe | 32 | 15 | 14 | — | — | — | — | — | — | — | — | 2 | — | — | 1 | — | |
| Oconto | 37 | 17 | 19 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Oneida | 51 | 13 | 30 | 4 | 2 | — | — | — | — | — | — | — | — | — | 2 | — | |
| Outagamie | 116 | 49 | 42 | 10 | 1 | — | — | 2 | 7 | — | — | — | 2 | — | 2 | — | |
| Ozaukee | 82 | 24 | 42 | 6 | 2 | — | — | — | — | — | — | 2 | — | — | 1 | — | |
| Papin | 7 | 4 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Pierce | 52 | 20 | 21 | 5 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Polk | 73 | 37 | 26 | — | 3 | — | — | 1 | — | — | — | — | — | — | 2 | — | |
| Portage | 55 | 25 | 26 | 1 | — | — | — | — | — | — | — | 1 | 1 | — | 1 | — | |
| Price | 27 | 9 | 11 | 3 | 1 | — | — | 2 | — | — | — | — | — | — | — | — | |
| Racine | 185 | 73 | 76 | 12 | 5 | — | — | 2 | 1 | — | 1 | 5 | — | 1 | 4 | 1 | |
| Richland | 13 | 4 | 8 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Rock | 145 | 46 | 60 | 11 | 5 | — | — | 3 | — | — | — | — | — | — | 9 | 10 | |
| Rusk | 15 | 10 | 5 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sauk | 81 | 36 | 38 | 1 | 4 | — | — | — | — | — | — | 2 | — | — | — | — | |
| Sawyer | 20 | 9 | 9 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Shawano | 32 | 12 | 16 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Sheboygan | 109 | 37 | 50 | 8 | 4 | — | — | 5 | — | — | — | 4 | — | — | — | 1 | |
| St. Croix | 99 | 41 | 52 | 4 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Taylor | 20 | 6 | 9 | 1 | — | — | — | 1 | 2 | — | — | — | — | — | — | — | |
| Trempealeau | 27 | 15 | 11 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Vernon | 23 | 14 | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Vilas | 45 | 8 | 27 | 3 | 3 | — | — | — | — | — | — | — | — | — | — | — | |
| Walworth | 163 | 78 | 71 | 5 | 1 | — | — | 1 | — | — | — | 1 | — | — | 3 | — | |
| Washburn | 30 | 15 | 14 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Washington | 137 | 68 | 45 | 5 | 2 | — | — | — | — | — | — | 1 | 1 | — | 3 | — | |
| Waukesha | 384 | 149 | 184 | 19 | 10 | — | — | 5 | — | — | — | 1 | — | — | 3 | — | |
| Waupaca | 72 | 30 | 40 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Waushara | 27 | 13 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | 3 | — | |
| Winnebago | 364 | 230 | 75 | 14 | 15 | 4 | 1 | 3 | 1 | — | — | 5 | — | — | 6 | 1 | |
| Wood | 72 | 24 | 34 | 5 | 1 | — | — | 1 | — | — | — | — | — | — | 6 | — | |
| Unknown | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| State Total | 5302 | 2208 | 2187 | 278 | 117 | 9 | 3 | 72 | 19 | — | 1 | 51 | 5 | 1 | 101 | 25 | |
| Wyoming | | | | | | | | | | | | | | | | | |
| Albany | 46 | 12 | 25 | 3 | 2 | — | — | 3 | — | — | — | — | — | — | — | — | |
| Big Horn | 115 | 24 | 21 | 15 | 17 | 8 | — | — | 1 | 7 | — | — | 2 | — | 12 | 8 | |
| Campbell | 85 | 24 | 54 | 5 | 1 | — | — | — | — | — | — | — | — | — | 1 | — | |
| Carbon | 51 | 16 | 27 | 4 | — | — | — | — | — | — | — | 1 | — | — | 1 | — | |
| Converse | 39 | 8 | 26 | 2 | — | — | — | — | — | — | — | — | — | — | 2 | 1 | |
| Crook | 8 | 4 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Fremont | 71 | 24 | 39 | 1 | 2 | — | — | 1 | — | — | — | — | — | — | 1 | 1 | |
| Goshen | 28 | 10 | 17 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Hot Spring | 12 | 5 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Johnson | 29 | 10 | 13 | — | 6 | — | — | — | — | — | — | — | — | — | — | — | |
| Laramie | 115 | 27 | 65 | 9 | 9 | — | — | 2 | — | — | — | — | — | — | 1 | — | |
| Lincoln | 33 | 13 | 20 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Natrona | 130 | 40 | 63 | 7 | 5 | — | — | 10 | — | — | — | 1 | — | — | 1 | 2 | |
| Niobrara | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turbojet | | | | Rotorcraft | | Other |
|------------------------|--------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| Wyoming—Cont. | | | | | | | | | | | | | | | | | |
| Park..... | 52 | 18 | 29 | 4 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Platte..... | 30 | 11 | 19 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sheridan..... | 84 | 23 | 36 | 6 | 1 | — | — | 2 | 1 | — | — | — | — | — | 2 | 1 | |
| Sublette..... | 22 | 7 | 10 | 1 | — | — | — | 1 | — | — | — | — | — | — | 1 | 2 | |
| Sweetwater..... | 50 | 12 | 30 | 1 | 1 | — | — | 1 | — | — | — | — | — | — | 4 | 1 | |
| Teton..... | 69 | 9 | 34 | 7 | 5 | — | — | 3 | — | — | — | 3 | — | — | — | 3 | |
| Uinta..... | 35 | 9 | 22 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | |
| Washakie..... | 21 | 13 | 7 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | |
| Western..... | 27 | 9 | 15 | 1 | — | — | — | 1 | — | — | — | — | — | — | 1 | — | |
| State Total | 1162 | 335 | 586 | 69 | 50 | 8 | — | 24 | 2 | 7 | — | 6 | 2 | — | 28 | 16 | |
| Total All Fifty States | 267191 | 89341 | 119004 | 17404 | 8440 | 218 | 888 | 4390 | 874 | 109 | 285 | 3334 | 1159 | 426 | 5874 | 4797 | |
| Territories | | | | | | | | | | | | | | | | | |
| American S..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Guam..... | 81 | 4 | 19 | 3 | 6 | — | — | 1 | 2 | — | — | — | 1 | — | 29 | 16 | |
| Puerto Ric..... | 580 | 97 | 171 | 103 | 92 | 19 | 1 | 13 | 7 | 5 | — | 2 | — | 1 | 47 | 17 | |
| Virgin Isl..... | 169 | 16 | 62 | 41 | 31 | — | — | 10 | — | — | — | 3 | — | — | 2 | 2 | |
| Total U S Territories | 831 | 118 | 252 | 147 | 129 | 19 | 1 | 24 | 9 | 5 | — | 5 | 1 | 1 | 78 | 35 | |
| Foreign | | | | | | | | | | | | | | | | | |
| Antigua..... | 3 | — | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | 1 | |
| Australia..... | 4 | — | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Bahamas T..... | 66 | 6 | 23 | 23 | 13 | — | — | — | — | — | — | — | — | — | — | 1 | |
| Bahrain..... | 3 | — | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Belgium..... | 14 | 5 | — | 2 | 1 | — | — | 1 | — | — | — | — | — | — | — | — | |
| Belize..... | 10 | 7 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Bermuda..... | 3 | — | 2 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Botswana..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Brazil..... | 2 | — | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| British Vi..... | 4 | — | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| British Ws..... | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Canada..... | 44 | 11 | 19 | 1 | 1 | — | — | 1 | 1 | — | — | 2 | — | — | 2 | — | |
| Cayman Isl..... | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| China..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Costa Rica..... | 5 | — | 2 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Dominica..... | 3 | — | — | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Dominican..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Ecuador..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Finland..... | 1 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| France..... | 4 | — | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| German Dem..... | 9 | 6 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Germany Fe..... | 117 | 24 | 60 | 16 | 9 | — | — | 1 | 1 | — | — | — | — | — | 2 | — | |
| Germany B..... | 3 | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Greece..... | 2 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Grenada..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Guadeloupe..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Guatemala..... | 3 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Guyana..... | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Haiti..... | 5 | 1 | — | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Honduras..... | 3 | — | — | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | |
| Hong Kong..... | 2 | — | 1 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | |
| Indonesia..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Ireland..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Israel..... | 3 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Italy..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Jamaica..... | 3 | — | 1 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | |

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY STATE AND COUNTY OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| State and County | Total | Piston | | | | | Turboprop | | | | Turboshaft | | | | Rotorcraft | | Other |
|---------------------------|--------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|--------------|------|-----|------------|-------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turbo | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | | | | | | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | 3 + Engine | | | | | | | |
| Foreign—Cont. | | | | | | | | | | | | | | | | | |
| Japan..... | 4 | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Kenya..... | 7 | 1 | 4 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | |
| Mexico..... | 10 | 1 | 7 | — | 1 | — | — | — | — | — | — | 1 | — | — | — | — | |
| Netherlands..... | 5 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Netherlands..... | 10 | 1 | 2 | 4 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | |
| New Zealand..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Norway..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | |
| Panama..... | 3 | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | |
| Philippines..... | 7 | 2 | 1 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | |
| Saipan..... | 29 | 1 | 6 | 4 | 3 | — | — | 1 | 2 | — | — | — | — | — | 5 | 7 | |
| Saudi Arab..... | 5 | 1 | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Singapore..... | 9 | — | 3 | — | 5 | — | — | 1 | — | — | — | — | — | — | — | — | |
| South Africa..... | 2 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| St. Lucia..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| St. Vincent..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Sweden..... | 3 | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Switzerland..... | 30 | 11 | 10 | 4 | 2 | — | — | 1 | — | — | — | — | — | — | 1 | 1 | |
| Togo..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Tonga..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Trinidad & Tobago..... | 3 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Turks & Caicos..... | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| United Arab Emirates..... | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| United Kingdom..... | 22 | 10 | 11 | — | — | — | — | — | — | — | — | — | — | 1 | — | — | |
| Wallis and Futuna..... | 1 | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | |
| Western Samoa..... | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Unknown..... | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 | |
| Total Foreign..... | 492 | 101 | 198 | 89 | 50 | 1 | — | 9 | 4 | — | — | 4 | — | 1 | 15 | 12 | |
| Total All U.S. Reg..... | 288514 | 89580 | 119452 | 17640 | 8619 | 238 | 687 | 4423 | 687 | 114 | 285 | 3343 | 1180 | 428 | 5987 | 4844 | |

APPENDIX D

U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION
OF AIRCRAFT OWNER

**U.S. REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION OF AIRCRAFT OWNER
AS OF DECEMBER 31, 1991**

| Region | Total | Piston | | | | | Turboprop | | | | Turbosjet | | | Rotorcraft | | | Other |
|------------------|--------|---------------|--------------|--------------|--------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|--------|-----------|-------|
| | | Single-Engine | | Multi-Engine | | | Single Engine | Multi-Engine | | | Single Engine | Multi-Engine | | | Piston | Turboprop | |
| | | 1-3 Place | 4 + Place | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | 2-Engine | | 3 + Engine | | | |
| | | | | 1-6 Place | 7 + Place | | | 1-12 Place | 13 + Place | | | 1-12 Place | 13 + Place | | | | |
| | | | | | | | | | | | | | | | | | |
| REGION | | | | | | | | | | | | | | | | | |
| EASTERN..... | 32627 | 10366 | 14157 | 2186 | 884 | 15 | 36 | 641 | 174 | 26 | 17 | 556 | 383 | 121 | 683 | 730 | 1657 |
| SOUTHWEST..... | 35032 | 12672 | 14461 | 2380 | 1302 | 26 | 117 | 723 | 132 | 6 | 70 | 503 | 152 | 56 | 785 | 926 | 1321 |
| CENTRAL..... | 15582 | 5791 | 6733 | 845 | 444 | 2 | 88 | 299 | 64 | 2 | 8 | 250 | 39 | 16 | 276 | 79 | 646 |
| WSTRN-PAC..... | 45273 | 13408 | 21718 | 2928 | 1430 | 61 | 70 | 511 | 110 | 43 | 82 | 423 | 155 | 44 | 1215 | 958 | 2117 |
| ALASKAN..... | 8998 | 3626 | 4556 | 205 | 182 | 20 | 21 | 28 | 12 | 4 | 1 | 4 | 2 | 2 | 72 | 220 | 43 |
| SOUTHERN..... | 44757 | 13966 | 18708 | 4156 | 2210 | 64 | 286 | 1071 | 147 | 15 | 31 | 651 | 134 | 67 | 1140 | 627 | |
| EUROPE..... | 237 | 65 | 110 | 30 | 12 | 5 | 1 | 1 | 8 | 5 | | | | | | | |
| GREAT LAKE..... | 46467 | 17409 | 20375 | 2787 | 1204 | 14 | 29 | 655 | 124 | 4 | 19 | 561 | 160 | 49 | 907 | 310 | 1663 |
| NEW ENGLAND..... | 10941 | 3642 | 5118 | 565 | 244 | 3 | 3 | 97 | 51 | 15 | 95 | 70 | 36 | 212 | 209 | 581 | |
| NWEST-MOUNT..... | 28600 | 9215 | 13516 | 1558 | 707 | 33 | 37 | 393 | 72 | 14 | 42 | 300 | 65 | 26 | 674 | 795 | 1153 |
| Total..... | 268514 | 89560 | 119452 | 17640 | 8619 | 238 | 687 | 4423 | 887 | 114 | 285 | 3343 | 1160 | 428 | 5967 | 4844 | 10867 |

APPENDIX E
GLOSSARY

GLOSSARY

Active Aircraft—All legally registered civil aircraft which flew one or more hours.

Aerial Application—See Primary use.

Aerial Observation—See Primary use.

Air Carriers—The commercial system of air transportation, consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

- *Certificated route air carrier*—An air carrier holding a Certificate of Public Convenience and Necessity issued by the Department of Transportation authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.
- *Air taxi*—A classification of air carriers which directly engage in the air transportation of persons, property, mail, or in any combination of such transportation and which do not directly or indirectly use large aircraft (over 30 seats or a maximum payload capacity of more than 7,500 pounds) and do not hold a Certificate of Public Convenience and Necessity or economic authority issued by the Department of Transportation.
- *Commuter air carrier*—An air taxi operator which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the weeks and plans between which such flights are performed.
- *Supplemental air carrier*—One of a class of air carriers now holding Certificates of Public Convenience and Necessity issued by the Department of Transportation, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Department of Transportation, scheduled operations including the transportation of individually ticketed passengers and individually way-billed cargo.
- *Commercial operator*—A person who for compensation or hire engages in the carriage of aircraft in air commerce of persons or property other than as an air carrier or foreign air carrier.
- *Commercial operator of large aircraft*—Commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.

Aircraft Type—A term used in this publication in grouping aircraft by basic configuration—fixed-wing, rotorcraft, glider, dirigible, and balloon.

Air Taxi—See Air Carrier and Primary Use.

Business Transportation—See Primary Use.

Certificated Route Air Carrier—See Air Carrier.

Commercial operator—See Air Carrier.

Commuter Air Carrier—See Air Carrier.

Demand Air Taxi—See Primary Use.

Executive Transportation—See Primary Use.

FAR—Federal Aviation Regulation.

General Aviation—That portion of civil aviation which encompasses all facets of aviation except air carriers holding a Certificate of Convenience and Necessity from the Department of Transportation, and commercial operators of large aircraft.

Inactive Aircraft—All legally registered civil aircraft which flew zero hours.

Instructional Flying—See Primary Use.

Other Work Use—See Primary Use.

Other—See Primary Use.

Personal Flying—See Primary Use.

Primary Use—The use category in which an aircraft flew the most hours. The eleven use categories are defined below:

- *Aerial Application*—Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes firefighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control.
- *Aerial Observation*—Any use of an aircraft for aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing; not included under Part 135.
- *Commuter Air Carrier*—An air taxi that performs at least five scheduled round trips per week between two or more points or carries mail.
- *Demand Air Taxi*—Use of an aircraft operating under Federal Aviation Regulations, part 135, passenger and cargo operations, including charter and excluding commuter air carrier.
- *Business Transportation*—Use of an aircraft not for compensation or hire by individuals for the purposes of transportation required by business in which they are engaged.
- *Executive/Corporate Transportation*—Any use of an aircraft by a corporation, company, or other organization for the purposes of transporting its employees and/or property not for compensation or hire, and employing professional pilots for the operation of the aircraft.

- *Instructional Flying*—Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight (s) specified by the flight instructor; excludes proficiency flying.
- *Personal Flying*—Any use of an aircraft for personal purposes not associated with a business or profession, and not for hire. This includes maintenance of pilot proficiency.
- *Other Work*—Use Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting.
- *Other*—Any other use of an aircraft not included above. (Example: experimentation, R&D; testing, demonstration, government).

Registered Aircraft—Aircraft registered with the Federal Aviation Administration.

Supplemental Air Carrier—See Air Carrier.